





## fishing news

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## Dr Clark for Macrae

IN A surprise move, Dr. Francis Clark has been appointed deputy-director of fish farms D. A. Macrae & Co. Ltd. Dr. Clark took effect from 1st October, following his resignation from the Scottish Office.

Dr. Clark is a graduate of Aberdeen University and left medicine to take over the family business on the death of his father, William P. Clark.

D. A. Macrae is part of the Associated Fisheries Group.

EEC waters may have to find another 80,000 tonnes of fish for the big West German distant water fleet which lost its right to this annual tonnage from Icelandic waters on November 29.

Now only the Belgians, the Norwegians and the Faroes are allowed to fish anywhere inside the 200-mile Icelandic limit.

## Pressure on EEC

However, the amounts they can catch are so small that the withdrawal of the West Germans effectively gave Iceland exclusive control of her own fishing grounds for the first time in her long and turbulent fishing history.

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cod, but declined. We fought the last cod war and effectively ended up with nothing.

Iceland claims her trade in fish accounts for four-fifths of all her export trade, but her scientists are still seriously concerned about the state of her fish stocks.

She is imposing another ban on cod trawling for a 12-day period sometime this month, the second such ban this year, and may introduce another ban on her own vessels before the spring is over.

Icelandic sources consider it unlikely any foreign trawlers will ever be allowed back on to her fishing grounds.

## Tragedy stuns Irish port

FOR THE third successive year there has been a tragedy in the Irish port of Burtonport.

Michael Bonner (26) was drowned, but two crewmen swept into the sea were rescued on Thursday last week.

The incident happened as they were releasing a net from the local trawler, *Family Crest*, skippered by James O'Donnell.

The two who escaped were Hugh McDevitt and Phil O'Boyle. They were detained in hospital suffering from shock and injuries.

The drowned man was the brother of Paddy Bonner, skipper of the ill-fated trawler *Evelyn Marie*, who was lost in a tragedy in January 1975, with five others.

Towards the end of November last year, five other Burtonport fishermen were also drowned when their vessel, *Carrigan Una*, sank off the north-west coast.

Burtonport village was stunned by the tragedy. The search for the missing body continued over the weekend.

About 50 trawlers are based in Burtonport.

*Boston Sea Ranger*, a 6-million stern trawler, moved south to Penzance from Lowestoft in October for the mackerel fishery.

This was her second Canish fishing season and with her at Penzance was her sister-ship from Boston Deep Sea Fisheries Ltd., *Boston Sea Knight*.

*Sea Knight* was inside the local wet dock during the gates closed because of storm conditions. *Sea Ranger* had gone out fishing from Newlyn on Sunday and, at dawn on the following morning, the news of the tragedy broke.

It was at 1.06 am that the drama began when small red flares were sighted from Gwennap Head by coastguard Dave Lewis.

Four were seen between this time and 1.19 am. The Sennen lifeboat was launched.

It was hand-held flares that were spotted and not that large parachute rocket flares as was first thought they were from a small fishing boat.

Two Hull trawlers, *Arctic Buccaneer* and *St. Benedict*, sheltering off Sennen, also went to the spot south of Gwennap Head.

The three survivors were found by the Sennen lifeboat as the vessel was returning to port. They were being discussed in conjunction with quotas for Norway from stocks exclusively in EEC waters.

Further consultations would be held shortly.

# German fleet out of Iceland

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A PRELIMINARY inquiry has been ordered by the Department of Trade into the loss of the 80 ft. stern trawler *Boston Sea Ranger* with five crew early last Monday morning. The tragedy happened when the vessel was on the Cornish mackerel grounds off Gwennap Head, near Lands End.

One of the three survivors from a crew of eight, Skipper Ian Lacey, said: "We shipped a sea when we were 40 miles off Gwennap Head with a weather about Force 3 but the crew were bagging fish, the hatch was open, and the sea went down into the hold. It was all over in seven or eight minutes."

Three of the crew died in hospital following the tragedy: Mr. J. S. Clark (22) from Lowestoft, Mr. A. B. Smith (31) of Yarmouth and Mr. T. Swinton from Hampshire. The two men listed as missing, but presumed dead, are Mr. Studd of Lowestoft and Mr. Poidevan from Wrentham, Suffolk.

## Swimming

Apart from the skipper, the only two other survivors were mate, Michael Reynolds from Lowestoft, and third hand Raymond Palmer of Southend. The mate launched the lifeboat. He couldn't swim, he got in," said Skipper Lacey. "The third hand is a strong swimmer. He took his jacket off and gave it to a crew member, and he went down the ship's side and swam to the lifeboat. "I stayed on board and had a quick look round, then went over the side. "The boat came over and hit me on the back as it went down. "I'm a strong swimmer and managed to make the lifeboat about 50 yards away."

Skipper Lacey said they were in the lifeboats about 10 hours before being picked up and did not see anything more of the others from the boat.

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# FIVE LOST IN STERN TRAWLER TRAGEDY

trawlers in Sennen Bay.

Before long the Sennen men saw a red flare and went towards the spot, about five miles from station, and found a lifeboat with two men on board. Then they found the other lifeboat with the third man.

They were put on the freezer *Arctic Buccaneer* so they could be treated in the warmth and light.

Continuing her search the Sennen lifeboat then found a body in the water which was also taken to the trawler. A searching Sea King helicopter found two more bodies and the efforts continued until 9.30 a.m.

Parole lifeboat, with Coxswain Trevelyan Richards, was also launched to search close inshore. With the strong southerly winds it was reasonable to expect that a

lifeboat may have been blown downwind and to the shore.

Four helicopters from RNAS Culdrose, an RAF Nimrod from St. Mawgan — with flares to illuminate the scene — and trawlers in the area joined in the massive hunt.

Coastguards searched along the shores, from Lands End to Gwennap Head, with members of the Sennen rescue company, Gwennap Head, and Lands End mobile teams.

*Boston Sea Ranger* was built last year at the Cochrane yard.

An appeal has been launched by Lowestoft Fishermen's Widows and Orphans Fund. Donations should be sent to Lowestoft Town Hall or the fund at: Star Building, Beach Road, Lowestoft.

## ... 'they could have been saved' — Lacey

THE FIVE men who died when *Boston Sea Ranger* sank off Land's End early on Monday could have been saved if passing merchant ships had answered their distress flares, said Skipper Ian Lacey when he returned to Lowestoft after the tragedy.

He said one of the vessels was only 800 yards away and the other was about three quarters of a mile.

He fired a number of flares as he lay in the darkness alone in a swamped lifeboat while other survivors on another lifeboat also fired flares.

"Altogether we sent up about seven, but the ships just went by," he said.

Five men died when *Sea Ranger* turned over — two of them after being picked up by rescuers.

"If they had been found earlier they would certainly have lived," said Skipper Lacey.

"I just cannot understand how those ships did not see our flares. The flares were sent out on the radio distress band. Even if they had not seen our flares, surely they should have heard our distress call."

"It was terrible to see them steam away," said Skipper Lacey.

"If only they had seen us those five men might still be alive."

He also squashed theories that it was a freak wave which overwhelmed the trawler.

"It was not a freak wave — just a normal heavy swell. We were laying, getting in our catch of mackerel. We had



Ian Lacey — skipper of *Sea Ranger* when she went down.

about 50-tons down below and were getting the rest on board when this heavy swell flooded up and filled the afterdeck.

"It poured down into the port fishroom and we closed down hatches. Before hatches were clamped down another heavy swell came on board and more water poured below."

Skipper Lacey was picked up two hours after talking to the lifeboat and insisted on being put on board *Arctic Buccaneer*, one of the ships helping in the rescue, "because I felt I would be more use on board her during the search."

Although cold and exhausted, he insisted in going out on one of the small boats launched from *Buccaneer* and which found two of the crew, Tony Smith and John Clark.

"Tony was certainly alive when we got him out of the water and I think John may have been," he said. "It was the cold and exposure that killed them."

"I would like to thank the Hull freezer trawler, particularly the crew of *Arctic Buccaneer*, lifeboatmen, coastguards and all who helped in any way."

## Message from the Minister

IN A telegram message of condolence to Sir Basil Parkes, chairman of Boston, Edward Bligh, Minister of State, MAFF, said: "I was deeply concerned to hear of the loss of *Boston Sea Ranger* over the weekend. I should be grateful if you would convey my sympathies to the bereaved families and to the families of the missing fishermen."

"This tragic accident reminds us forcefully of the arduous conditions under which British fishermen are called to work. I am sure that the Minister, who is at present in Brussels, would wish to be associated with this message."



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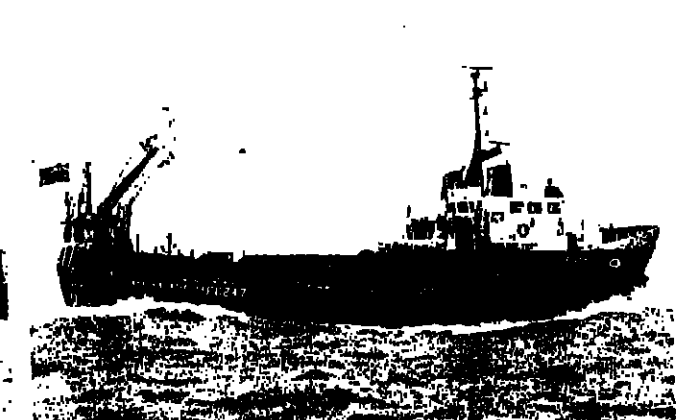
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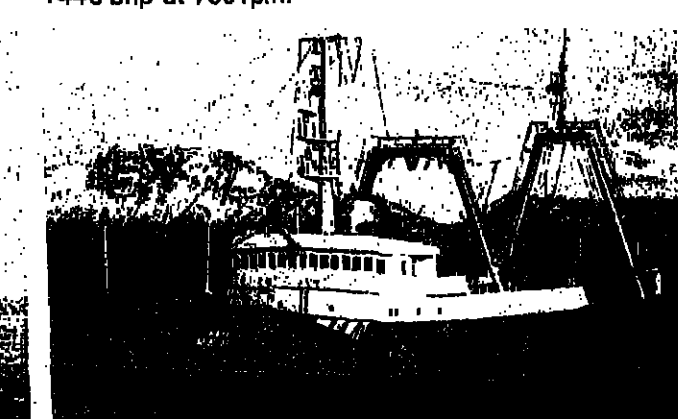
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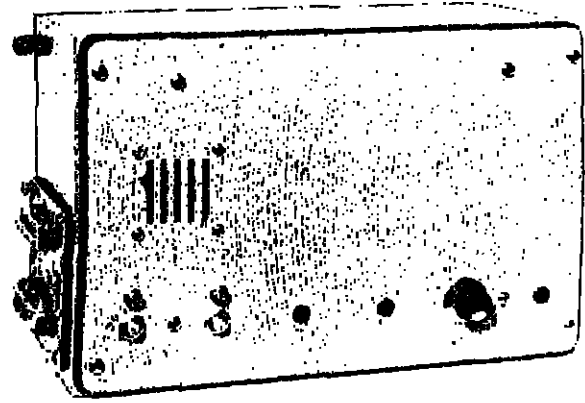
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# HUMBER DEMO HITS LONDON

FISHING DEMOS have turned full circle. From protesting about the government's weak line on fishing, a group of Humber fishermen and wives turned up in Whitehall last Friday to show support for minister John Silkin's strong stand in Brussels.

Mr. Silkin was meeting Irish fisheries minister, Brian Lenihan, prior to the EEC meeting this week. After inviting the demonstrators in for a cup of tea, both ministers were in quick agreement — that the ladies from Humber were all beautiful.

The 12-strong group of demonstrators included Hull skipper, Roy Beamish, who was clutching an illegal mesh net which he claimed is the type being used by the Danish fleet. "The Danes are destroying our grounds", he said.

Despite a barrage of questions from the national press, it was left to Mrs. Pamela Scotter from Bridlington to get down to basics.

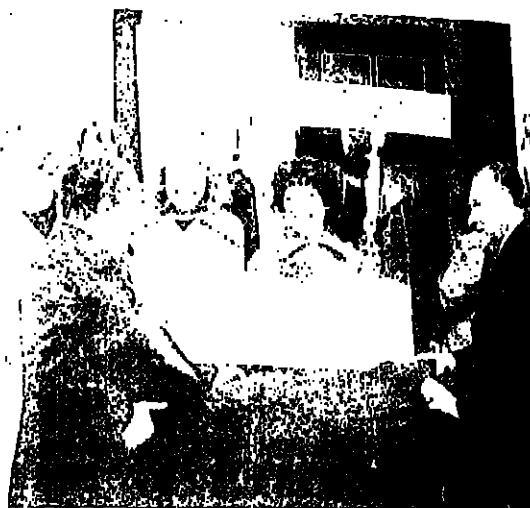
"Is there any future for our sons", she asked Mr. Silkin. He replied: "We will do our damndest to see that there is. But do not underestimate the fight there will be".

## Come in for a 'cuppa' says the minister

While a demand for an exclusive zone is on the table, Mr. Silkin pointed out that if anyone could come up with an alternative that would work, he would be prepared to look at it.

Both ministers said that there were big areas of agreement between Britain and Ireland about fishing in the EEC. These mainly centred on the establishment of a coastal zone under the management of the national

state. "It is these areas of agreement that will be emphasised in Brussels", said Mr. Silkin. While Mr. Silkin said he regarded a 'dominant preference' as a nuance on an exclusive zone, it was clear from Mr. Lenihan's remarks that he did not go along with this. He also pointed out that there are some "difficulties" on quota allocation between Britain and Ireland.



Fisheries Ministers Brian Lenihan (left) and John Silkin (right) with supporters from the Humber last Friday. They are holding the illegal-type net.

## Sole fine shocks

CHIEF fisheries officer Jim Howell's visit to Brighton fish market has resulted in three fishermen being fined £100 each at Brighton.

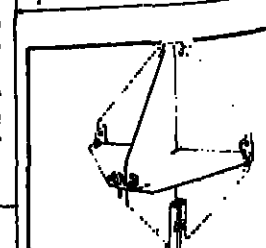
The penalties, for landing undersized soles, have infuriated Newhaven fishermen.

They say Rye magistrates recently imposed fines of between £5 and £15 for similar offences.

The three convicted fishermen are Reginald Loe, Joseph Pemberton and Dr. Joseph Morris.

Magistrates' chairman Mrs. E. J. Hopkins, said the penalties had now been raised to a maximum of £1,000.

Sussex Sea Fisheries Committee claims that everyone should have known the rules. "Public notices and handbills informed fishermen", said a spokesman.



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## French ship lands at Milford

MILFORD HAVEN fish merchant Peter Wright has made a bold move to increase landings at the port.

Last week the Lorient-based trawler *Patron Jean Charlet* landed a catch at Milford which Mr. Wright, who is a director of Rawlings Fish Merchants, contracted to buy for £14,000.

Around 480 kits were sold by auction at Milford while the remainder was sent to Fleetwood.

Mr. Wright went to France to arrange the deal. He persuaded a French owner to

send one of his ships in to land at the Welsh port and now it is up to him whether he sends more of the 12-ship fleet he owns.

The catch consisted mainly of cod, haddock and cod. Mr. Wright said: "I did it because I believe Milford is not getting enough fish."

"More French trawlers are now landing in Britain because of the better fish

prices and the strengthening pound against the franc. I am hoping that other landings will supplement the catches landed by Milford boats."

He said it looked as if he would make a profit on the deal, but added: "I was a little disappointed with the prices paid, but I believe we will get a bigger demand for fish from Milford if we could get the supplies."

## HOLIDAY LAY-UP

DISTANT water trawler sailings from Grimsby have been wound up at least until the middle of the month.

The vessels cannot sail because of the 12-day Christmas/New Year market holiday which, from last December 8, will also hit the middle/near water ships.

This year the Grimsby break is from end of work on Thursday, December 22, until the market re-opens on Tuesday, January 3.

The lay-ups are sure to cause a further cut-back in landings in the run up to Christmas. Last week agents were busy encouraging foreign vessels to land at Grimsby before and after the holiday.

In past years, when there has been no intermediate markets between the two national holidays, prices have soared to record levels.

This year, however, distant water ships lined up for the very lucrative early January markets have only the Bear Island/Spitzbergen grounds open and these are fishing progressively slacker as the weather closes in.

Owners may decide not to risk too many vessels on such trips but wait until the New Year — sailing late in December — when the Norwegian grounds re-open subject to 1978 quotas.

The biggest problem here is

the size of quotas allocated to individual owners — still unknown last week — but almost certain to be smaller than this year's inadequate share-out.

An indication of the dilemma facing Grimsby trawler owners on distant grounds is the fact that only BUT, of the port's three deep sea owners, had any vessels working last weekend. It is believed the firm had six vessels out on Bear Island trips.



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## fish unsold

ALMOST 500 kits of unsold Western fish spoilt a number of middle water trips at Grimsby last week.

Most of the fish had been landed on later markets and was poor quality dogfish which went for fish meal.

There were only two distant water trips — BUT's Lord Jellicoe (£34,382 from 983 kits) and Northern Gift (£23,410 from 820 kits) — so merchants again relied heavily on the middle water fleets.

Top earner in this section was the big French stern trawler *Le Verrier*. She sold her Western catch of 991 kits, including the best turn out of middle water round-fish, through the Boston agency for £29,272.

Best local effort came from BUT's *Ross Jaguar* (Skipper Denis Speck) which chalked up a £19,935 grossing from 17 days on the Western and North Sea grounds. She landed only 547 kits, including some very welcome quality codfish.

Problem trips in this section came from *Boston Phantom* (£6,157 from only 178 kits), *Kyoto* (£8,330 from 263 kits) and *Osaka* (£9,015 from 444 kits).

BUT could not have been very happy about the £11,451 grossing from 846 kits (127) made last Friday by *Ross Juno*; nor could Boston have been satisfied with £15,386 from a Farouse trip of 331 kits by its stern dragger *Boston Halifax*. However the firm's *Prince Philip* grossed £19,049 from 712 kits.

Codfish were very much in short supply all week.

The pair team *Margrethe Bojen* and *Frances Bojen* made another big trip, with some fine cod and codling, to hit a combined £36,437 from 1,087 kits.

## New high for hake

FLEETWOOD'S fish supply was less than 3,000 kits last week — far below what local merchants need.

At the start of the week prices were extremely high but, by the Friday, demand had fallen to almost summer levels.

It was a tough voyage for the port's largest pair trawlers, the stern fishers *Jacinta* and *Fyldea*. They were faced with a combination of bad weather and mediocre fishing which forced them to stay out for 18 days.

Markets were good when they landed, however *Jacinta* (Skipper Bill Taylor) had 808 kits, including 60 of cod, 100 of haddock, 500 of cod and 26 of other varieties which sold for a total of £24,077.

*Fyldea* (Skipper Victor Busch) landed 935 kits — more than 80 of cod and 200 of cod — for a grossing of £10,678.

Hake reached a record price during the week. *Old Doris*, skipper-owned by Jack Delroy, landed a small quantity from the North Channel grounds and one box made £115. It was bought by fish merchant, Eric Postlethwaite.

# Scots tell dockers 'hands-off'

NATIONAL Dock Labour Board representatives met Peterhead harbour trustees and leading skippers working from the port last week and were told in no uncertain terms that landing fish is the prerogative of the crews only.

Skipper Willie Hay, chairman of the Scottish Inshore White Fish Producers' Association, said: "I don't think that the fishermen are going to wear it. That is why you won't get boats back to

Aberdeen — and that is the port we used to use."

Mr. C. Adshead, chairman of the Edinburgh branch of the Dock Labour Board, told the meeting: "We are not going to alter your lifestyle one little bit". Skipper Sydney McLean interjected: "You'd better not try".

Mr. Adshead said their job was to dispel what fears they had and nobody was going to impose anything. He added: "If certain of the vessels do not come within exclusion they can be considered, and I say advisedly 'considered', for qualification."

The trustees decided to

convene a meeting with Fraserburgh Harbour Commissioners with a view to taking concerted action by joint leadership to rally the small ports.

Stormy weather during November affected Peterhead white fish landings and the value of white fish landed for the month was £1,696,904, compared with £2,055,150 in November 1976.

## Limit case soon

THE IRISH fishing limits case against a group of Dutch trawlers is due to come before the European Court of Justice in Luxembourg on December 14.

Earlier this year ten Dutch skippers were prosecuted for fishing inside Ireland's temporary and unilaterally-declared 50-mile zone.

Before deciding the case the district justice in Cork, where the case was heard, asked for a ruling from the EEC court on whether certain points in the prosecution case were in breach of the Rome Treaty and Community Law.

## Winter sprats start

THE FIRST major sprat landings of the winter were made last week at Grimsby where a number of converted selders and pair trawlers are leading the effort.

Early marks of importance were picked up off the Tyne and Yorkshire coasts and some Grimsby vessels were already working the shoals from North Shields.

Fishing was reported to be 'rather spotty', but Skipper Hugh Thinnesen in *Samantha* brought back well over 100 tonnes after four days at sea.

Also landing at Grimsby were *Frembeck* (Skipper Einar Jørgensen), *Saxon King* (Skipper Barry Emerson) and the inshore boat *Janit* (Skipper Jackie Zeebroek) with some fair catches.

All sprats landed at Grimsby are reduced to meal.

## Section scheme for FOS

THE UNCERTAIN future of the fishing industry calls for improved representation on behalf of fishermen, according to the Fisheries Organization Society's annual report published recently.

To speed up communications between FOS committees and individual members, the country is to be divided into eight new FOS areas.

Also proposed are new services for fishing vessel owners and the setting up of practical specialist and advisory committees to cover all inshore commercial fisheries including shellfish, salmon and freshwater species.

The report emphasised the society's help to individual fishermen: "We want fuller appreciation of our value as a national body working solely for inshoremen's interests, with every penny of our income devoted to helping the industry."

At the recent FOS annual general meeting held in Fishmongers' Hall, London, Lt. Cmd. The Hon. Groville Howard was re-elected president with John Gundry as chairman.

Also elected were four new governors — C. Austin (South Devon Shellfishermen); Peter Ibbotson (Bridlington); A. J. Richards (Isle of Wight) and A. C. R. Russell (Southsea Fisheries District Fishermen's Council).



## Barnetts of Frying Pan Alley Ltd.

A VITAL PART OF ASSOCIATED FISHERIES

SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS  
December 1977.  
"I am a poor man, but I would gladly give ten shillings to find out who sent me the insulting Christmas card I received this morning". (George Grossmith, 1847-1912).

It's always around this time of the year, with so much horrible goodwill and peace about, that I get to thinking that, for my part, you can tear up Christmas, with its rotten, fattening turkey, stuffing, thick gravy, mutton and mince pies and, instead, add a couple of extra days to glorious foodwood.

Now I'd hate you to think me ungracious, mean or Scrooge-like, but for many years I've had a bad time over Christmas. Whilst other people like you were out and about, invited to wonderful mind-bending, all-night, rave-up, partner-swapping, "Would you mind just blowing in this bag, please Sir?" parties, I was being deserted, deserted, and this year, damn nearly destroyed.

Won't bore you by mentioning my hard luck and difficult times during the fifties and sixties, when the usual and of year problems, stresses and strains, began to rear their ugly heads ... It says much for my resilience, resolve and inward spiritual strength that, today, I'm alive and well, living and laughing in Queen Anne's Gate, waiting patiently for Him to retire.

But I would crave your kind indulgence for an hour or two while I relate just how badly treated I was over Christmas 1975; the poor, innocent, raped victim of a gigantic, heartless, commercial gang-bang.

Earlier that year, probably because of my innate modesty, I had begun to get cold feet over the idea of leaving the green fields of Frying Pan Alley to take over at Associated Fish ... I started to wonder if in the future I would be treated with the same kind of dignified, noble — near regal — respectful splendour, with which I had treated myself for so many happy years.

My cold feet got colder, frozen. But the accountants, solicitors, financial advisers and company secretaries on both sides, told me to stifle my boyish fears and not worry, as because of my youth, energy and outstanding will to survive, it would not be long before I was elected Chairman ... "So, please Mr. B., don't hold things up; just sign there, and there; thank you".

That was over two years ago, and to my mortification I'm still just a worker from the grassroots of grass roots. I've never even been invited to go and play with our little fishing boats in Hull, Grimsby, Fleetwood or Aberdeen.

I'll draw a discreet and gentlemanly veil over my emasculation, last Christmas. One minute she was here, sharing my breakfast cereal and late night cocoa, and the next she was back aboard a Jumbo for New York and her rotten husband. But she did leave me a nine-week souvenir, bless her; a transatlantic phone bill of herola proportions ... she was either unfaithful to me, or had taken to heart the G.P.O. advertisement: "Make someone happy with a phone call". The lady may have made the Postmaster General happy, but I was less than delirious with joy.

But this Christmas, much worse. I'm losing — really losing — the quite horrible Angela wicked Potter. After 11 years of togetherness, which is longer than some marriages, it feels like losing a limb. It may well be part of life's rich tapestry, but please, excuse me not getting up from this typewriter to cheer.

When she told me, in August, I was a cauldron of mixed emotions; I felt like a lover, husband, father and grandfather rolled into one expectant body.

I rushed out and bought beautiful flowers, champagne, and a cushion for her chair, and made her rest after each half page of dictation or three lines of type ... oh, sorry, forgot to tell you; she's having a baby around March '78. And I sadly and miserably confess I'm not the father. Damn it!

Blow second Christmas!

W. Barnett of Frying Pan Alley





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# SKIPPER LET OFF HERRING CHARGE

## Ministry to pay costs

SKIPPER Donal McAlinden of the purse *Quo Vadis* was awarded £810 costs against the Ministry of Agriculture, Fisheries and Food last week when he was found not guilty of illegally fishing for herring while based at Plymouth.

The skipper, from County Down, Northern Ireland, had pleaded not guilty to fishing for herring in specified south-western waters in contravention to EEC conservation regulations.

He faced a maximum penalty of £50,000, plus the confiscation of catch and gear.

David Owen Thomas, QC, for Skipper McAlinden, successfully submitted that there was no case to answer.

## Hull's three blank days

HULL had no wet fish landings on Friday last week or Monday and Tuesday this week.

On Wednesday two landings came from the Bear Island grounds, St. Giles (Sk. J. Humphreys) grossing £33,059 from 1,076 kits after a 26-day trip, while *Hammond Innes* (Sk. W. Brettell) made £35,291 from 1,068 kits after 24 days.

and that the prosecution had failed to prove that the catch had come from restricted waters.

The court was told that Plymouth fisheries inspector, Bill Williams, had seen *Quo Vadis* off-loading herring in Plymouth on October 16.

The purser had brought in over 100 tonnes of herring which had been sold for £58,000.

Prosecuting for the MAFF, Ian Corbett said herring fishing had been banned in certain areas from August 10 to December 31.

He added that, when interviewed, Skipper McAlinden had said he was unaware of doing anything wrong. He thought a quota of herring was allowed and did not know there was a total ban.

Mr Corbett alleged that the

catch had been made near the Radar Buoy, ten miles south-west of the Eddystone lighthouse.

Evidence was given that *Quo Vadis* left Millbay Dock on October 15 at 3 pm and returned at 9.30 the next morning. It was suggested that during that time she could not have left the restricted area.

Owen Thomas argued that the MAFF had no absolute proof of where the herring were caught. The onus, he pointed out, was on the prosecution to prove their case.

He suggested that notes taken by a fisheries officer were "prefabricated and full of holes".



## EEC skippers meet

EEC fish resources and conservation topped the list in discussions at a four-day seminar in Hull last week.

There were 36 skippers present from Italy, Belgium, the Netherlands, Germany, Denmark, France, the UK and Ireland.

Hull trawler skipper, Charles Thresh, said that if EEC ministers had been able to attend they would have been amazed at the way the skippers had supported conservation measures.

## Quotas

"Skippers from most of these countries were all in favour of the protection of fish stocks, but not all of them agreed that the catch quota system was the best method of achieving it."

"Those critical of the quota system felt it had not worked in the past and that it would be no sure way of monitoring

catches, particularly those of a threatened species, unless there was stricter policing and control.

"All except the Irish advocated a 12-mile exclusive zone, but the Irish were pressing very strongly for a 60-mile exclusive zone with responsibility for conservation around their shores."

"Alternatives for the preservation of threatened species are either to have very low quotas and try to gradually build up stocks, or to be really drastic and stop over-fishing all such species for two years," said Skipper Thresh.

The seminar included a visit to the Nautical Faculty at Hull's College of Higher Education. It was suggested that the college could provide the nucleus of a national fisheries education and training centre.

A TOP award has been given to a skipper and his son for a daring rescue in dense fog off the Berwickshire coast 15 months ago.

Skipper Peter Hood, (55) and his son, Peter Jnr, (33), both of St. Abbs, saved a crew of five after the £80,000 *St. Monance*-based *Vigilant* struck rocks and sank near St. Abbs.

Skipper Hood and his son, who work the lobster boat *Sterling*, saw *Vigilant* heading for rocks. After unsuccessfully attempting to radio a warning before the 'trash' they manoeuvred to within feet of the rocks where Skipper Tom Adam and his four crew members were clinging on for their lives.

Above: Lord Blaisy, Scottish president of the Shipwrecked Fishermen's and Mariners' Royal Benevolent Society, presenting the Emile Robin Award to the top rescue of 1976 at a ceremony at Eyemouth.

## FIRE ON FREEZER

A FIRE aboard the 1,105-ton BUT freezer trawler *Coriolanus* stopped her from starting a trip to the Bear Island grounds last week.

The fire — in the galley — was discovered by a crewman as the outward bound vessel was in the lockpit of Hull fish dock.

Quick action minimised the damage. Crewmen rushed to the galley armed with fire extinguishers and hoses and managed to get the fire under control before the arrival of three army and RAF manned Goddardes. Damage was mainly to fittings and wiring so *Coriolanus* will probably sail this week.

## Guernsey gets the cash

THE GREEN light has been given by Guernsey's States parliament to place £24,000 in the Fishermen's Loan Scheme.

The proposal had been resisted by the island's finance committee. It complained that the parliament had not yet seen a special report on the industry prepared by the Marine Resources Research Unit of the

Portsmouth Polytechnic.

President of the sea fisheries committee, Conall Mackay, gave members a summary of the industry and a rundown of its development and success.

The loans fund started in 1971 and the value of fish exports had risen from £97,000 in 1972 to £222,000 in 1976.

With the advent of the fund, said

Conall Mackay, island fishermen were able to equip themselves to operate much farther afield than the Balliwick 12-mile limit. They were also able to fish with much greater efficiency. To date 39 loans had been made at a total cost of £183,916.

Conall Mackay was critical of the finance committee which had

suggested that market and economic factors had played a larger role in the industry's expansion than had the existence of the loans fund.

He said it was not simply a question of catching fish to take advantage of an existing market demand. The demand had to be created and the outlet and transport arrangements developed.

## GUINNESS NOT GOOD FOR FISH

GUINNESS may benefit fishermen but it certainly doesn't help the fish!

So say Irish conservationists who took the Dublin brewers Arthur Guinness & Sons to court last week for pouring effluent into Dublin's River Liffey in July.

Samples of a dark brown liquid spotted in the river near the brewery were taken by members of the Irish government's "watchdog" Conservator Corps.

Under examination, the effluent was found to be deleterious matter within the meaning of the Irish Fisheries

Act of 1959. The company pleaded guilty at Dublin's District Court and was ordered to pay costs totalling £90 — plus a £1 fine.

## CAPSIZE

ONE MAN was presumed drowned and another was rescued in an accident at Peterhead on Tuesday night.

Peter Anderson, an ex-fisherman, went missing when Peterhead pilot boat overturned at the mouth of the inner harbour while assisting the Aberdeen trawler *Glen Affric*.

The other crew member, Arthur Buchan whose son skippers *Favonius*, miraculously survived. He was rescued after being trapped in a bubble of air under the capsized boat for almost an hour.

## £10,000 FINES AT MILFORD HAVEN No-licence Spanish pair

### 'face ruin'

FINES of £10,000 each were imposed by Milford Haven magistrates last week on two Spanish skippers for fishing inside British waters without EEC licences. Their £3,000 catch was confiscated.

Before the court were brothers Javier Ajuria Aboitz (34) of *Mikel Deuna* and Julian Ajuria Aboitz (36) of *Andra Maiza*.

Michael Howells, prosecuting for the Ministry of Agriculture, Fisheries and Food, said that the fisheries protection ship *HMS Diamond* saw the two vessels pair trawling 20 miles south/south-west of the Smalls Rock.

Fisheries Inspector Lt-Comdr Brierley boarded them and found a catch of 600 kilos of fish. He asked the skippers to put into Milford Haven.

### Admitted

When they arrived in port the skippers admitted to Victor Lees, district inspector of fisheries, that they knew they did not have licences and that they were fishing inside British waters.

They said they had to earn a living and these were the only waters they could go to.

### 'Forester' runs on

NEWINGTON'S C.S. *Forester* is now 10,284 points ahead of her nearest challenger in the October placing of the 1977 Hull District Water Challenge Shield Competition.

Her closest rival is BUT's *Rose Sirius*. The gap between

the two vessels is now too far to bridge.

Newington's *Somerset Maugham* — still in third place — is 3,035 points behind *Rose Sirius*, with Hamling's *St. Giles* and BUT's *Lord Vincent* not far behind.

The top 20, with landings and points earned so far are shown below with positions held in the previous monthly table in brackets.

	Kits landed	Points
1 (1) C.S. <i>Forester</i> (Newington)	22,641	49,491
2 (2) <i>Rose Sirius</i> (BUT)	18,949	39,206
3 (3) <i>Somerset Maugham</i> (Newington)	17,982	36,271
4 (4) <i>St. Giles</i> (Hamling)	16,394	34,880
5 (5) <i>Lord St. Vincent</i> (BUT)	16,519	34,809
6 (6) <i>Arctic Cavalier</i> (Boyd)	17,213	34,207
7 (7) <i>Loch Eriboll</i> (BUT)	16,471	33,732
8 (8) <i>St. Gerontius</i> (Hamling)	16,944	33,356
9 (9) <i>St. Dominic</i> (Hamling)	16,671	31,844
10 (10) <i>Rose Orion</i> (BUT)	14,486	31,554
11 (11) <i>Rose Altair</i> (BUT)	12,080	31,379
12 (12) <i>Arctic Rebel</i> (Boyd)	12,885	30,822
13 (13) <i>Hammond Innes</i> (Newington)	13,917	29,893
14 (14) <i>Rose Trafalgar</i> (BUT)	11,908	28,385
15 (15) <i>Rose Leonis</i> (BUT)	13,361	27,946
16 (16) <i>Palatoff</i> (BUT)	14,017	26,980
17 (17) <i>Kingsley Amber</i> (BUT)	13,971	26,830
18 (18) <i>Rose Canaveral</i> (BUT)	11,992	26,209
19 (19) <i>Arctic Vandal</i> (Boyd)	12,056	25,184
20 (20) <i>Westella</i> (Marx)	10,742	23,828

## A full time business



To the townsman, fishing is an outdoor life. To the fisherman burning the midnight oil over piles of paperwork, it's a full time business where there are no early closing days and where a head for figures is as important as an eye for the weather.

Good to know that your Bank understands from long experience, the particular problems a fisherman faces. Good to know that your Bank has specialist services available to help you with any problems that may arise. Bank of Scotland can assist you with Loans, Income Tax, Insurance, Estate Planning, Executry or indeed any financial matter.

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## Do's and don'ts of smoking

"THE MARKET for whiting is very poor here just now so we want to sell them smoked instead of fresh."

"What is involved in curing and smoking whiting and other species such as herring, mackerel, cod and haddock, and how can we make, or where can we get a smoker to process small quantities?"

■ The species mentioned have to be salt cured before being smoked. Vacuum-dried salt is best for brining prior to smoking — simple table salt, which is bought in bulk through wholesale grocers.

Coarser grades of salt, known as fishery, country or rock salt, are sometimes used for fish processing but impurities in them occasionally damage smoked products.

Defects are usually visual, perhaps white crystals forming on the surface of the fish or discoloration.

In preparing a brine solution, some use a mixture consisting of 12 lb. salt dissolved in eight gallons of water for every 100 lb. fish; others use a solution in which a potato will float.

Fish preparation consists of removing heads and guts and then splitting them in the same way as herring are split for kippering. If larger than average, parts of their backbones are removed and slits made for salt to penetrate. They are then scrubbed in fresh water with a brush to remove remains of blood, guts and unwanted tissue.

Thereafter they are steeped in the brine for 30-90 minutes before being removed and strung up in the shade to drip and drain. They are ready for smoking when tacky.

Fish can be either cold smoked at a smoke temperature of less than 85 deg. F or hot smoked at a higher temperature. Cold smoking dries and flavours them; hot smoking cooks and flavours.

The simplest smoking device of all is a 40-gallon drum with both ends removed, placed upright on flat stones so that its lower rim is about an inch off the ground all round.

You place a baking dish filled with sawdust (preferably oak) and wood chips inside the drum on the ground and then add a glowing ember to start the contents smoking.

When the smoke becomes dense, the fish are placed on spits across the top end of the drum and covered by a fish box or basket upside down.

The fish box is covered with a sack to keep in most but not all of the smoke, so that the fish do not get overheated and drop off the spits.

The fish are kept in the smoke for six or seven hours, with sawdust added when required to maintain a sufficient smoke supply.

They are removed when they become golden brown in colour, and hung where they are surrounded by clean, cool air until they are firm and cold.

## John Burgess' Log



The free Torry Advisory Note No.9 will explain everything involved in smoking fish in pits and kilns. It is available from: Torry Research Station, PO Box 31, Aberdeen. It is called "Smoked White Fish: Recommended Practice for Producers". It advises on selection of raw material, cleaning, brining and draining of fish, use of kilns, packing and transport of the product.

You could make a smoker out of a clean 40-gallon drum. If this is inadequate or too small, you can obtain instructions from Torry for constructing a smoker on the lines of an Arbroath smoke pit. Apparatus for smoking small quantities are available from R & B Leakey, The Sutcliffe House, Settle, North Yorkshire or Transatlantic Fishing Systems Ltd, 42 Cornford Road, Mylor Bridge, Falmouth, Cornwall. It may soon be obtainable from Richard Pinney, Gedgrave Cottage, Orford, Suffolk, who is currently perfecting a small smoker which he has designed himself.

## Stop a knot slipping

"I AM MAKING salmon nets out of soft twisted nylon twine but the knots keep slipping."

"How do professional net makers ensure that knots do not slip when using such twine and how can I avoid slipping?"

Please tell me also how to stiffen a trawl I have made with thicker nylon twine.

■ Knot slippage is caused chiefly by the smoothest synthetic filament yarns.

Normally you can prevent it by increasing the coefficient of twin friction by applying a surface coating.

A bonding agent can be applied to the twine during manufacture of a net, or to a finished net to fix the knots.

Some manufacturers consider application should be made both during and after net manufacture but most consider it should be done during manufacture to enable the net to be taken off the machine undistorted and conveyed to a stretching frame to tighten and fix knots.

Bonding agents, which are mostly resinous compositions, can be applied as twines are being spooled when they are being woven into netting or have been formed into a finished net. Use of agents can sometimes be avoided by applying high tensions at the back of a loom. These consolidate knots sufficiently for net handling prior to the stretching treatment.

Net makers sometimes heat-set both the twines before they are woven and the finished nets afterwards. But they are equipped to ensure that twines are heat-set at a temperature of less than 100 deg. C so that boiling water or low pressure steam can be used to set the completed net. They are also equipped to keep the meshes of a completed net under tension when heat setting.

Twine can be sent away to be bonded but it would be expensive and might result in the twine losing the softness so desirable in a salmon net.

You could use a kettle of boiling water and stretch a hand to tighten a few reticulatory knots, but it is neither practicable or advisable to try and heat-set netting which you braid yourself.

If you are not equipped to keep meshes under tension during the process, some contraction may occur and mesh size become less than the legal minimum.

The most practicable step to prevent slippage is to make double sheet bonds or weaver's knots instead of single ones.

You could use a traditional method of setting nets by putting tar and sea water in equal parts into a copper, boiling the brew and then dipping your net into it for a minute or two before hanging it over the copper to drain and dry. But, although suitable for netting made of hemp twine, I doubt whether it would be for nylon twine.

A better method is to dip the trawl in a bath of the Regent Oil Company's Net-Regent or Shell Chemicals' PE-4. Neither product is so viscous that it has to be treated or diluted before nets are dipped.

In Scotland, however, they sometimes dilute Shell PE-4 with a black bitumen composition, half and half with paraffin.

Neither product is strong enough to be used through a local dealer's check that it is suitable for treating the twine in your trawl.

## Value in a Clearscan

I THINK I had the honour to command the first trawler ever to be fitted with a radar — the old *Stafnes* in which an aircraft warning set was installed to enable us to detect fighter aircraft between Greenland and Iceland from the USA to Europe.

It was, therefore, interesting when I was recently shown Decca's latest Clearscan radars in the firm's demonstration van at Lowestoft. It is amazing how far marine radar has developed since its introduction on the *Stafnes* 36 years ago.

Details on rain and son cluttering; automatic suppression of one's own receiver 'noise' and other vessels' radar transmissions; and how weak echoes can be brightened and larger echoes provided on long ranges automatically by Clearscan radar have been published in *Fishing News* and other journals.

Clearscan's splendid value for money, however, does not appear to have been mentioned. In the van Ronnie Sleight of Decca switched on nine and 12 in. display sets. A Swedish shipowner accompanying me was very impressed by the radar's performance, asking for prices and installation costs of two of the sets.

In order to underline not only the Clearscan radar's technical superiority but also its value for money, Ronnie Sleight showed us a quotation for the supply and installation of Clearscan radars in two of the most successful Grimsby pair trawlers.

We also saw a short list of other makes of radar available in the UK which were suitable for the trawlers together with their prices.

The Swede understood figures in English better on paper than verbally and realised he could buy radar with Clearscan facilities from Decca for around the same price as radar sets of equivalent size without them.

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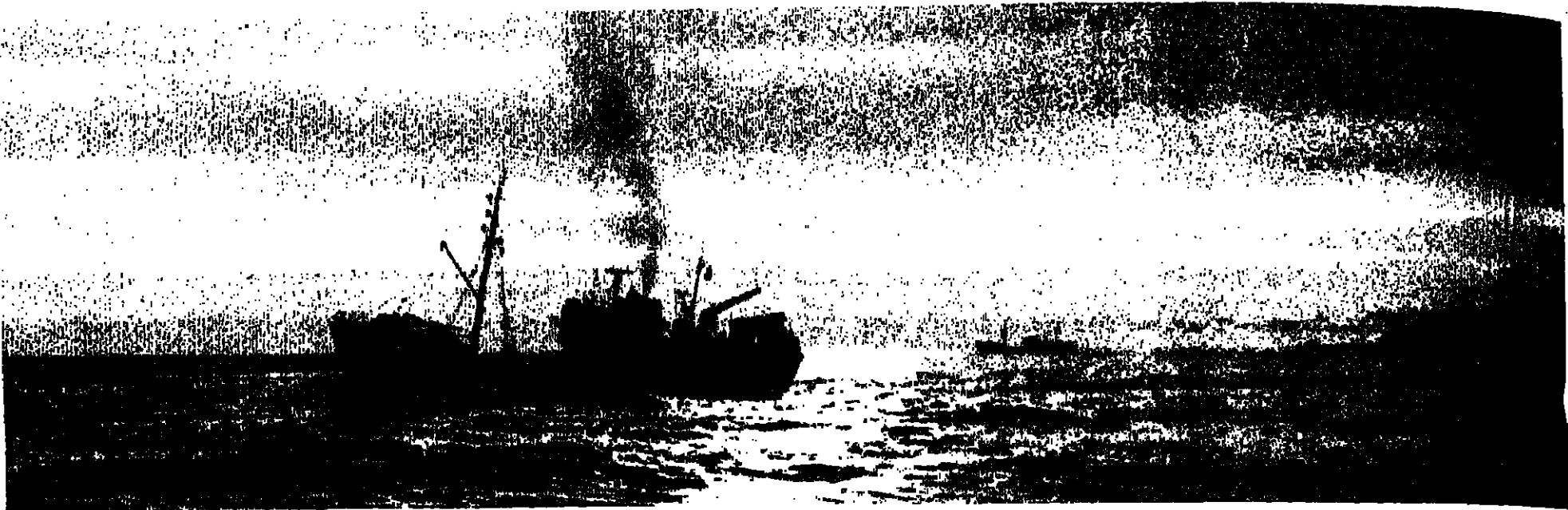
# Scotland

—special fishing news review starts here



The new Ocean Triumph II — come aboard on page 31





Two of Aberdeen's larger sidewinders setting off for the grounds. Owners will soon have to start replacing these older vessels.

# FISH PRICE RECOVERY PROPS UP TRAWLERS

EARLY IN 1976 Aberdeen trawler owners predicted that their entire fleet could be out of service by the middle of this year. A combination of low catch rates, uneconomic quayside prices and a savage rise in operating costs had been disastrous for the fishing industry.

Few Aberdeen trawlers made a profit, or even managed to pay their way.

During '74 and '75 about one-quarter of the port's trawlers had been withdrawn from fishing and, by early '76, decisions were being made daily whether or not to send vessels to sea.

The average price per cwt. paid for white fish at Aberdeen in 1975 was only £10.50 and the owners calculated that only a price rise of some £4 a cwt. in 1976 would prevent the fleet from collapse.

## Subsidy

It was pointed out that if things did not improve they faced a loss of near on £4 million. The Government was asked for a continuation of the subsidy scheme to help survive the crisis.

In the event no financial help was forthcoming and Ministers pointed out that prices were beginning to rise to more realistic levels.

Happily for Aberdeen, prices did take a turn for the better during 1976. The average price paid per cwt. for white fish landed at the port during 1976 rose to a more satisfactory figure of £14. Trawlers landed a total of 1,280,000 cwt. valued at £17.5m. — a big increase in value over the 1,155,899 cwt. catch worth only some £12.3m. in 1975.

Well into 1977 the average value per cwt. has kept at £19 and, on the whole, the fleet has made a good financial recovery. By the end of October this year trawlers had put ashore some 958,000 cwt. which sold for £18 million.

Following a weeding out of the more uneconomic ships in the fleet, the number of vessels fishing during the last couple of years has remained fairly stable at around 65, as against 109 at the beginning of 1974.

Trawler owners are far from complacent despite the fact that they have had quite a buoyant year.

As 1977 draws to a close they are facing a number of short and long term problems and they are unsure about the future. Although only a handful of the larger vessels have been affected by the loss of Iceland, the situation at Faroe is having serious effects on a substantial part of the fleet.

The Faroe fishery had been a mainstay for Aberdeen trawlers for many years and, up until the time when restrictions were introduced, about 30 per cent of their landings came from this area.

Under legislation following the extension of Faroe's territorial limits to 200-miles early this year, only 27 named Scottish trawlers have been permitted to work within these limits, with only 15 on the grounds at any one time.

Fishing has been restricted to certain specified areas and, in November, Faroe dealt yet another blow when she set even further limitations. This included a cut-back on a cod and haddock fishing area which had been a key ground for Scottish vessels.

## Squid

Robert Allan, Scottish officer of the British Fishing Federation, told Fishing News: "This series of stop and go agreements at Faroe has reduced cod and haddock fishing by 45 per cent."

Pat Lynch, trawler manager with the North Star Fishing Co., said: "Normally the Aberdeen boats would fish for squid and haddock on the Faroe Bank in the summer, but this is now closed to UK trawlers."

He added that it has been

almost a waste of time fishing at Faroe because there is not enough fish in the areas open to our boats.

North Star's three stern fishers — the 144 ft. *Granpian Monarch*, the 128 ft. *Granpian Chieftain* and *Granpian Warrior* — are allowed to fish at Faroe. But Mr. Lynch pointed out that it is uneconomic to send them there all the time because of poor catch rates.

A spokesman for J. Marr (Aberdeen) said that four of its six stern fishers had worked at Faroe, but they were not

able to realise their full potential.

Yet another problem has now been presented by Faroe's intention to increase the minimum mesh size to be used in her waters to 135 mm from January.

"This," says Robert Allan, "will make fishing at Faroe unviable". He said that owners are not satisfied on scientific grounds alone that this move is justified. They are pressing for a scientific meeting to debate the merits of this measure.

Continued overleaf



Above: Robert Allan, Scottish officer of the British Fishing Federation: "Stop and go agreements at Faroe have reduced cod and haddock fishing by 45 per cent."

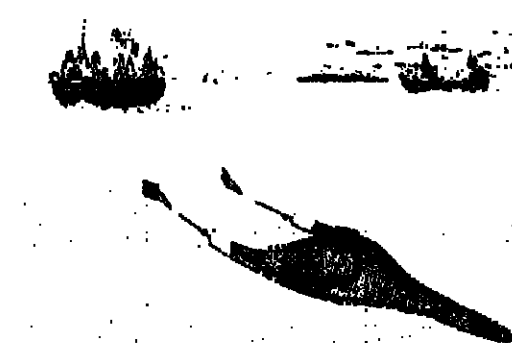
Below: The 86-footer *Deasda*, built in 1972, is one of the highest-earning vessels of her type in the Aberdeen fleet.



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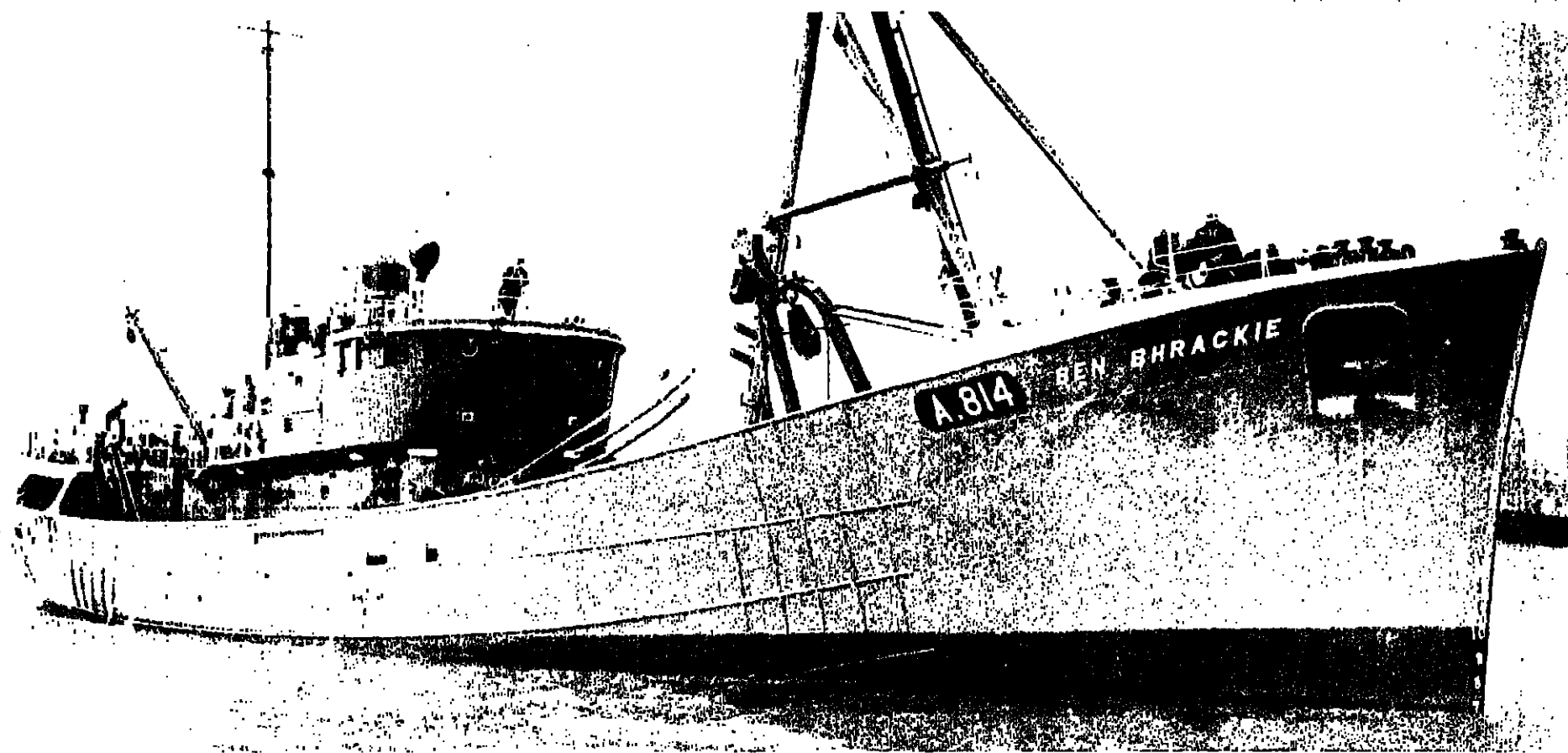
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Above: Ben Bhrackie — one of the two Irvin trawlers which have been fishing the Barents Sea this year. Below: North Star's 128 ft. Grampian Chieftain — fishing at Faroe.

# The new news is great news!

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Continued from page ten

Charles Small, a managing director with the John Wood Group, said that the new mesh size would mean that at certain times the boats would catch nothing but coley.

More negotiations are shortly to be held with Faroe to settle fishing agreements for next year. It is generally felt that Faroe is unwilling to enter into a long term agreement with the EEC for British vessels fishing in her waters until she, in turn, can get a satisfactory deal from the EEC.

Norway has called a halt to fishing, for the meantime, in her northern waters but, fortunately for Aberdeen, only one or two local trawlers work these grounds.

Richard Irvin and Sons has had two boats — the stern trawler Ben Lui and the side trawler Ben Bhrackie — on the Barents Sea this year and a spokesman for the firm said: "Now we're out of both Iceland and Norway, things are not looking too good for the future of these boats".

## Barred

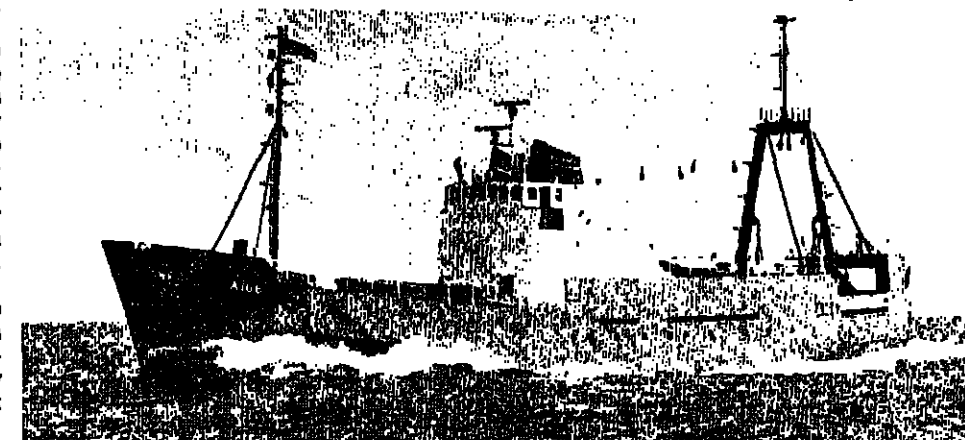
The 150 ft. Ben Lui has, in fact, done quite well this year on the Barents Sea owing to the good prices, but Bhrackie has been less fortunate.

With the cut-backs at Faroe the majority of Aberdeen trawlers are now fishing in the North Sea.

Charles Small said that those boats barred from Faroe are having to move on to the already overcrowded North Sea grounds. Skippers are having to learn the new grounds to keep their trips viable. Reasonable catch rates and good prices have helped many to have a satisfactory year, however.

In view of the uncertainty at Faroe, British United Trawlers decided to try its 127 ft. stern trawler Pindarus

# FISH PRICE RECOVERY



Ben Lui — good trips from the Barents Sea this year.

in Shetland waters. A spokesman for the firm said that she had done relatively well.

While the EEC's Common Fisheries Policy remains unresolved, however, trawler owners are concerned about the state of the North Sea stocks.

Robert Allan said: "Aberdeen believes that if the CFP is satisfactorily resolved and the stocks are able to recover, then the future could be relatively bright for North Sea fishing."

"But owners don't want the UK to rush into an unsatisfactory settlement."

"The industry's approach is for the UK to press for conservation methods."

Members of the Aberdeen Fish Producers' Organisation have begun to work within a catch limit of 30 cwt. of haddock and whiting per man each week, in line with similar moves in other Scottish ports, as an interim measure.

Nevertheless, owners are worried that yet another year is almost over and the CFP is still not settled.

One owner said: "We just

don't know what plans to make for next year."

Owing to the current factors affecting Aberdeen, trawler owners are appraising the state of their fleets and wondering what type of vessel would best suit their future needs.

At present the fleet consists of 14 wet fish stern trawlers in the 117 to 160 ft. size range, about 40 sidewinders in the 115 ft. region and 27 pocket trawlers around 86 ft. long.

Because many of the larger sidewinders are nearing the end of their life, owners will soon be forced into planning fleet replacement on quite a significant scale.

However, as Robert Allan pointed out, owners can't decide on what to build until the CFP is sorted out.

Charles Small said that "fleet replacement would represent a huge investment for owners but, it must come, as 70 per cent of the fleet is in the 16 to 17 year age range".

The larger stern trawlers which have joined the fleet in recent years could be too large for future needs. Mr. Small said, and owners may well look for smaller vessels able to catch white fish and pelagic species.

## Cooling

With the growing need to land top-quality fish for human consumption, new boats may also be fitted with some form of fishroom refrigeration, he added.

Already moves towards a certain amount of new building are being made with the recent order placed by the Spinningdale Fishing Co. The Richards yard at Lowestoft is building two 88 ft. multi-purpose vessels to be part-owned by skippers Peter Simpson and Bill Wilson.

Unconfirmed reports also suggest that a 98 ft. vessel has also been ordered for an Aberdeen owner.

One section of the fleet

which is proving its worth at present is the pocket trawler. The catches from these 86 ft. side fishers now account for more than one-third of trawler landings at Aberdeen.

Many are part-owned by their skippers in association with trawling companies and their crews are paid on a share basis. In the main, they fish at Shetland, Fair Isle and off the Scottish west coast.

## Weather

The foresight of trawler owners in moving towards this smaller class of vessel in recent years is now being rewarded and, as the majority of pocket trawlers are under six or seven years old, they should remain viable for a good number of years.

Not all trawler owners are convinced that this is the right type of boat for fishing the North Sea all year round. Bad weather can interrupt operations resulting in irregular supplies to the market.

There is also the fear that, should more be built, there could well be crowding problems.

One owner said that something in the 100 ft. class might be more suitable in future.

Robert Allan commented: "Given the right outcome of the CFP, Aberdeen is in a good position geographically and has sufficient buying force and back-up facilities to be a growth centre."

Aberdeen has one problem which does not affect other trawling ports to any great extent: it is faced with competition for labour from the North Sea oil developments.

Skilled technical personnel and certified seagoing people have been lured away from fishing by the high wages offered in the oil industry.

Trawler owners are now having to recruit over a much larger area.

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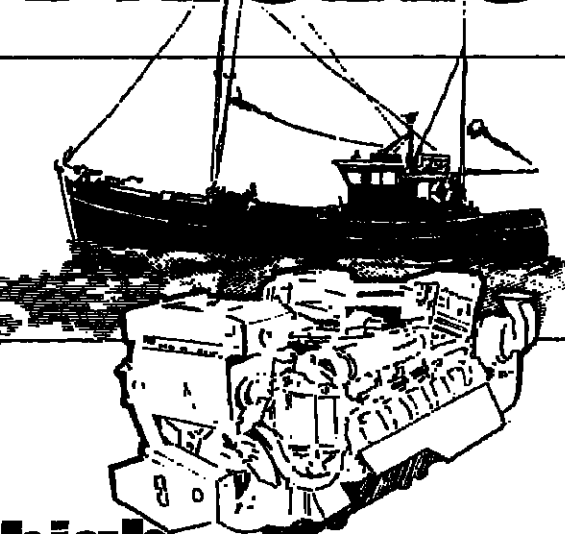
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Similarly, any fish-wife who blew on her oat-cakes to cool them was surely dooming her 'guid man' to a watery grave, just as she would if daring to comb her hair after sunset.

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Continued on page

\_\_\_\_\_

100



**SHIELWOOD (A155)**

Built by the Campbeltown Shipyard for the Don Fishing Co. the 75 ft. *Shielwood* is sailing from Aberdeen under Skipper Robert Malcolm. She is powered by a Deutz 480 hp engine and gear handling aids include Northern Tool and Gear winch, Fishing Hydraulics rope reels and Rapp power block hung on a Hieb crane.

**AEOLUS (BCK143)**

The 74 ft. wooden-hulled seiner-trawler *Aeolus* (God of the Winds), seen bottom left, was built by the Macduff Boat-building and Engineering Co. for Skipper George Findlay of Buckie. She was the first vessel in the north-east of

Scotland fitted with the new Simrad MC Combined Scale Expander and Storage Unit to supplement her Simrad EQ echosounder and C Echo scope. *Aeolus* fishes out of Peterhead.

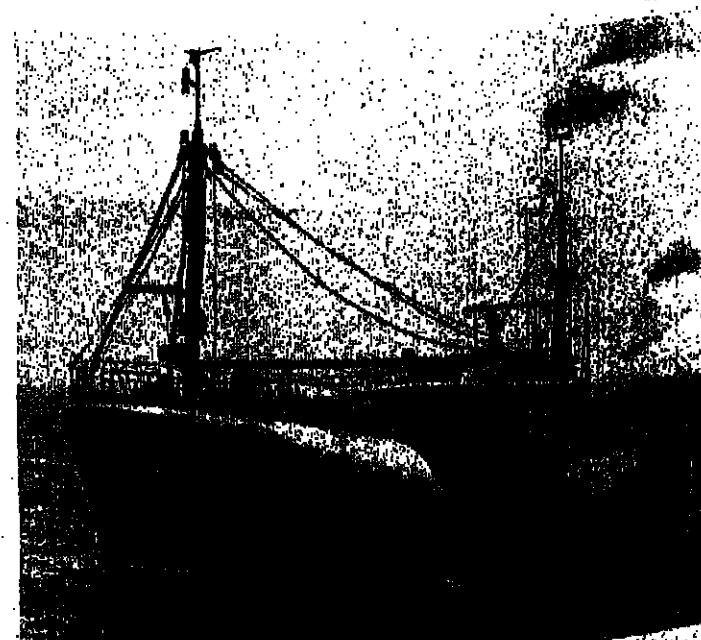
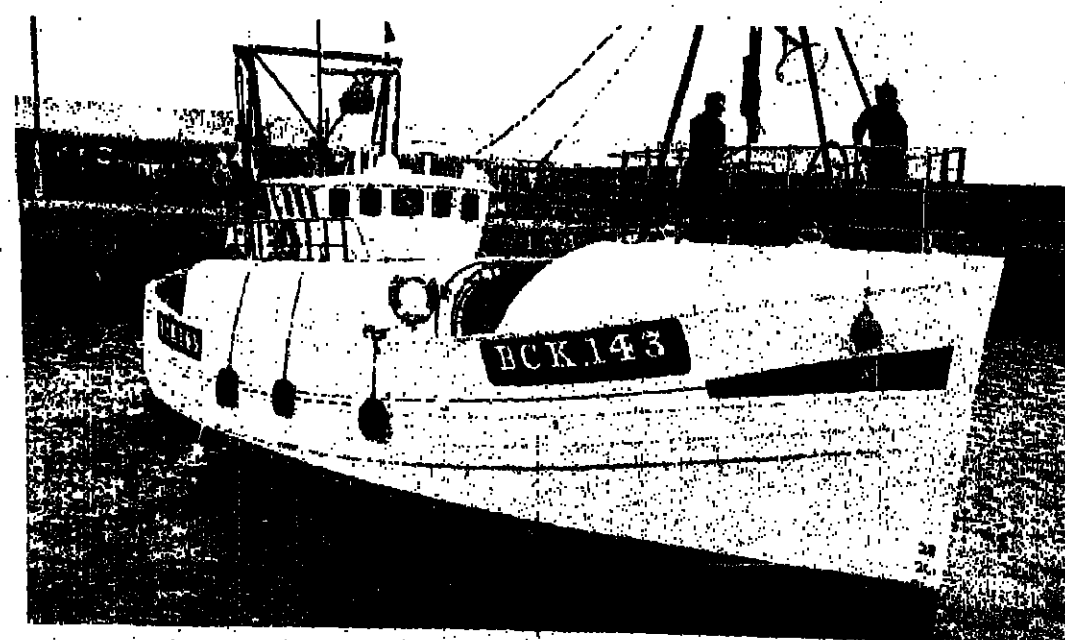
**CORONELLA (BF277)**

This boat (bottom) is one of the purse seiners to join the Scottish fleet in 1977. The 85 ft. *Coronella*, built for Skipper David Alexander of Banff and his partners, was one of two vessels ordered from the Smith and Hutton yard at Dundee. Following this firm's closure, she was fitted out in Fraserburgh harbour by J. and G. Forbes and Co. Designed by the Napier Company (Arbroath), *Coronella* is a sister-ship to *Brenelina*.

# New boats of '77

**RHODELLA (BCK100)**

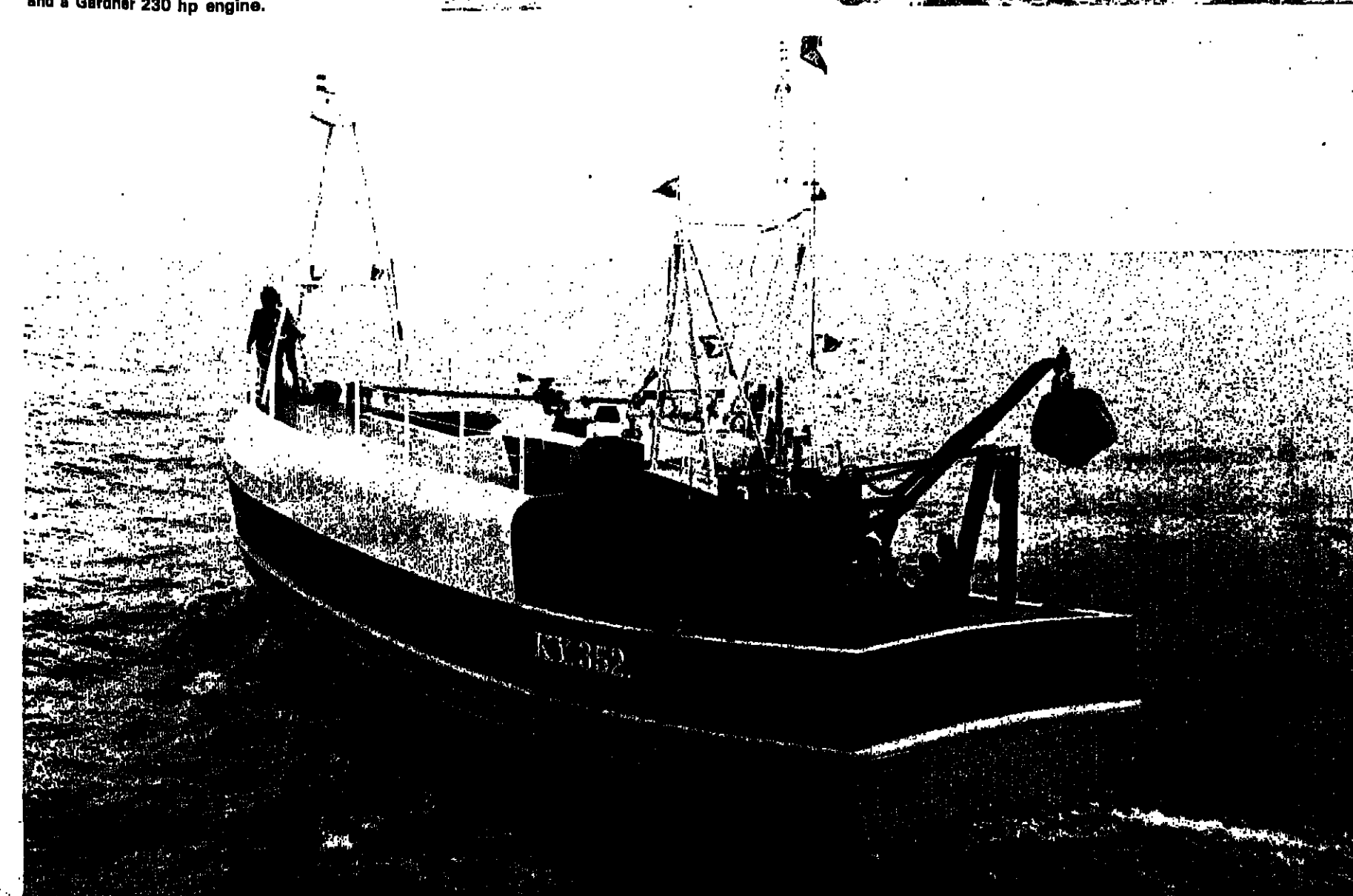
Seen (below) after her launch from Jones Buckle Shipyard in the summer is the 74 ft. wooden-hulled seiner-trawler *Rhodella* built for Skipper Eric Smith of Buckie. Designed by G. L. Watson and Co., she has a fishroom chilling plant from Currie and Thomson (Engineers) Ltd. *Rhodella* is seine netting out of Peterhead and other equipment aboard her includes Kelvin 500 hp engine, Loeble Hydraulics rope reels and power block, plus Sutherland winch. Her fish finding aids are mainly by Elac and she has her whaleback, gutting shelter and hatch covers made of aluminium to cut down on top weight.

**BOUNTIFUL (BF79)**

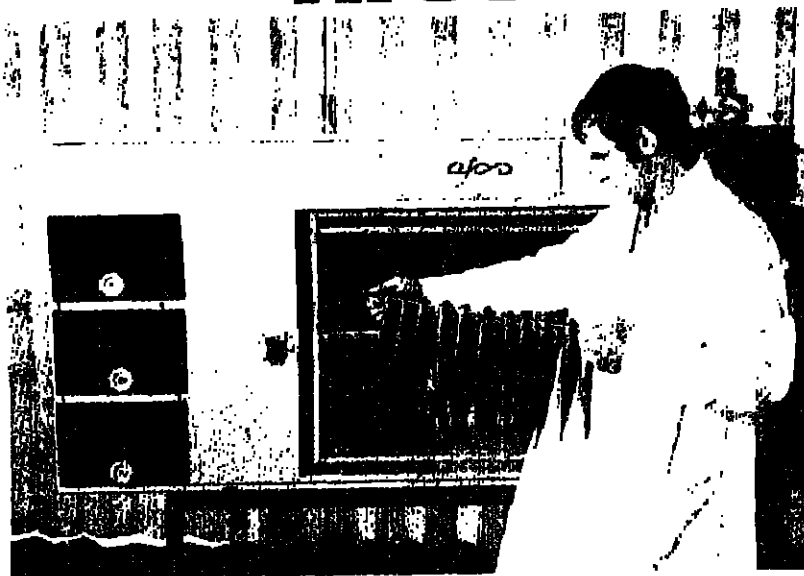
The 88 ft. wooden-hulled and transom-sterned *Bountiful* (above) was built by J. and G. Forbes and Co. of Sandhaven for Skipper James West of Gardentown and his partner, Forbes West. Powered by a Mirreles Blackstone engine of 750 hp, she is fitted with a Robertson trawl winch, Northern Tool and Gear seine winch and Rapp power block.

**ORION (KY352)**

One of the more unusual seiner-trawlers to come from a Scottish yard this year is the 54 ft. *Orion* (below), built by Gerrard Brothers of Arbroath for Skipper William Scott of St Monans. She has a full-length shelterdeck, Ramme seine rope reel unit and a Gardner 230 hp engine.



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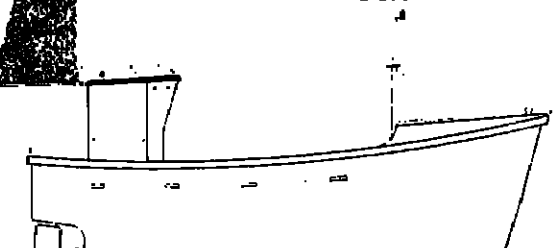
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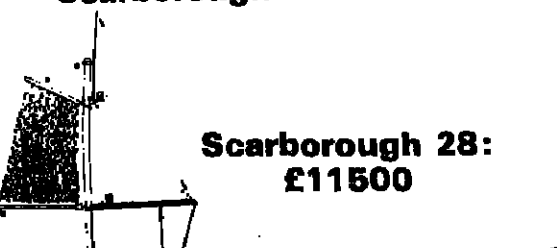
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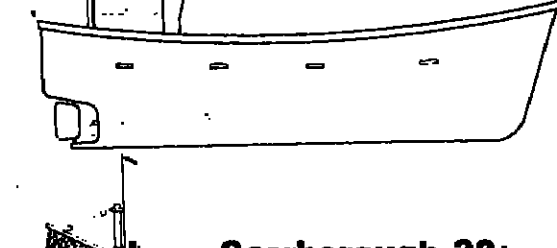
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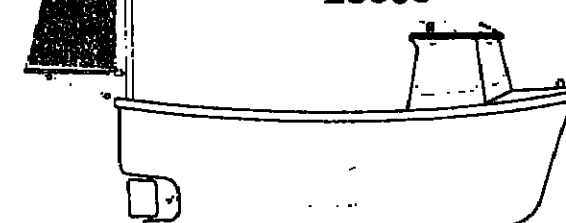
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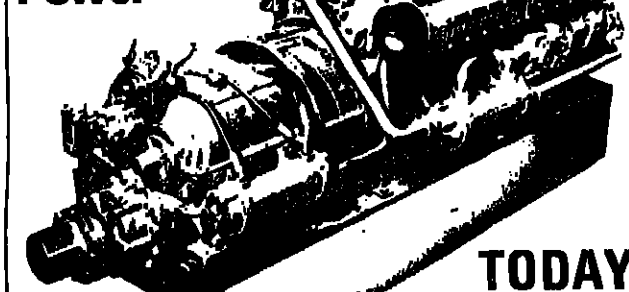


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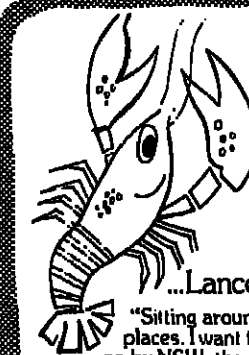


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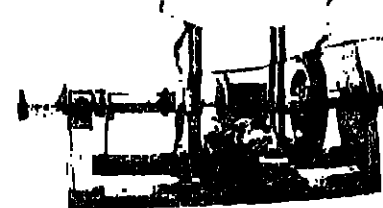


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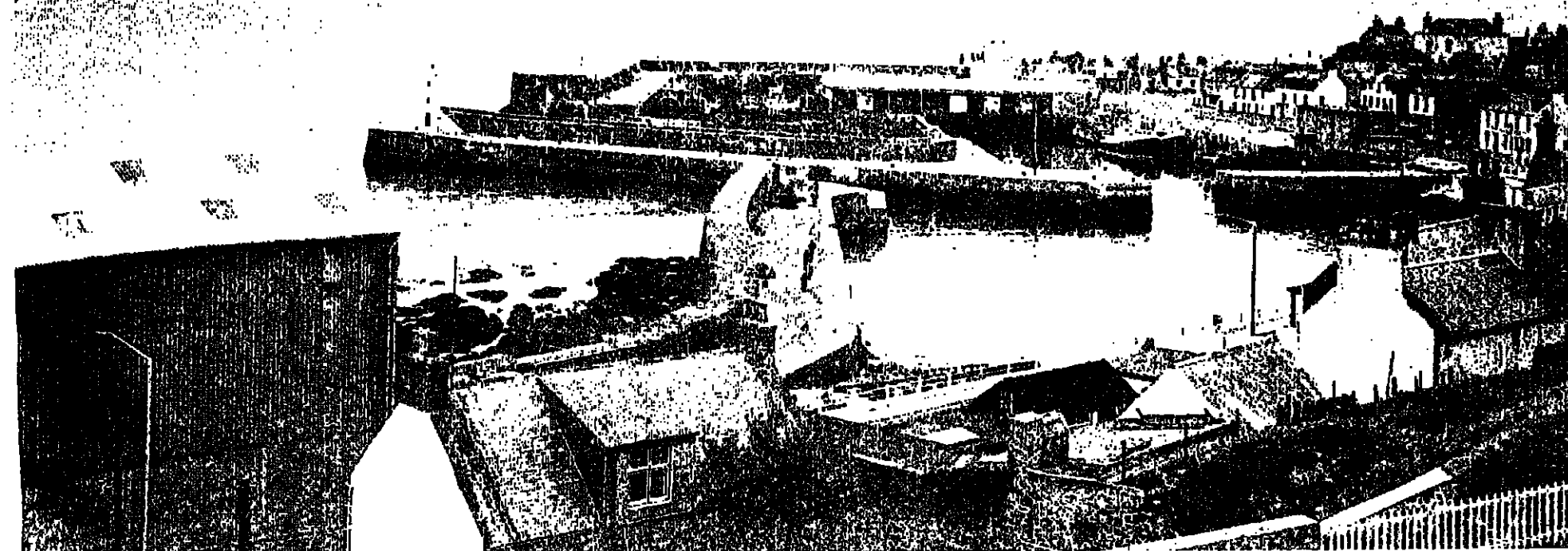
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Macduff — now having a revival after the depression of the mid '70s. The port boasts a fleet of sturdy bobbin trawlers.

# MACDUFF LEADS ON!

**THE SMALL**  
Banffshire fishing  
town of Macduff is now  
having a revival after  
being severely hit in  
the depression of the  
mid-70s.

Then, when steep rises in  
operating costs and poor  
prices set in together, about  
one-quarter of the port's 40-  
strong fleet was forced out of  
business.

Even two of the port's most  
successful fishermen had felt  
that fishing from Macduff  
was finished and they found  
jobs ashore.

Quite a few local men took  
berths on larger herring boats  
owned at different ports,  
while others found jobs in  
North Sea oil.

couraged more boats to work  
locally. At least one skipper  
who sold out during the  
slump has now bought  
another boat and more fish  
buyers are beginning to look  
to Macduff for supplies.

Fishermen say they have  
found haddock and whiting in  
places where there have not  
been any for years, while in  
the autumn they were finding  
some excellent shows of cod.

On September 26, Skipper  
Kenneth West and the 56ft.  
bobbin trawler *Seagull* set a  
new grossing record for the  
port when he landed 300 boxes  
of cod and ten of coley  
caught in a 17-hour trip. The  
fish realised £7,500.

Other similar vessels have  
been coming in with catches  
of over 200 boxes for one and  
two day trips on the local  
grounds.

Bobbin trawling was in-  
troduced to Macduff in the  
late 1960s by skippers  
Maurice Slater and George  
Slater with their vessels  
*Golden Spinney* and *Golden  
Hope*. The method was  
adopted by other boats in  
preference to fly-dragging  
seining.

Fish was becoming more  
scarce on the seine net  
grounds and trawling enabled  
the vessels to work rough  
ground and so open up fishing  
areas which were inaccessible  
to the seine net.

### Stout

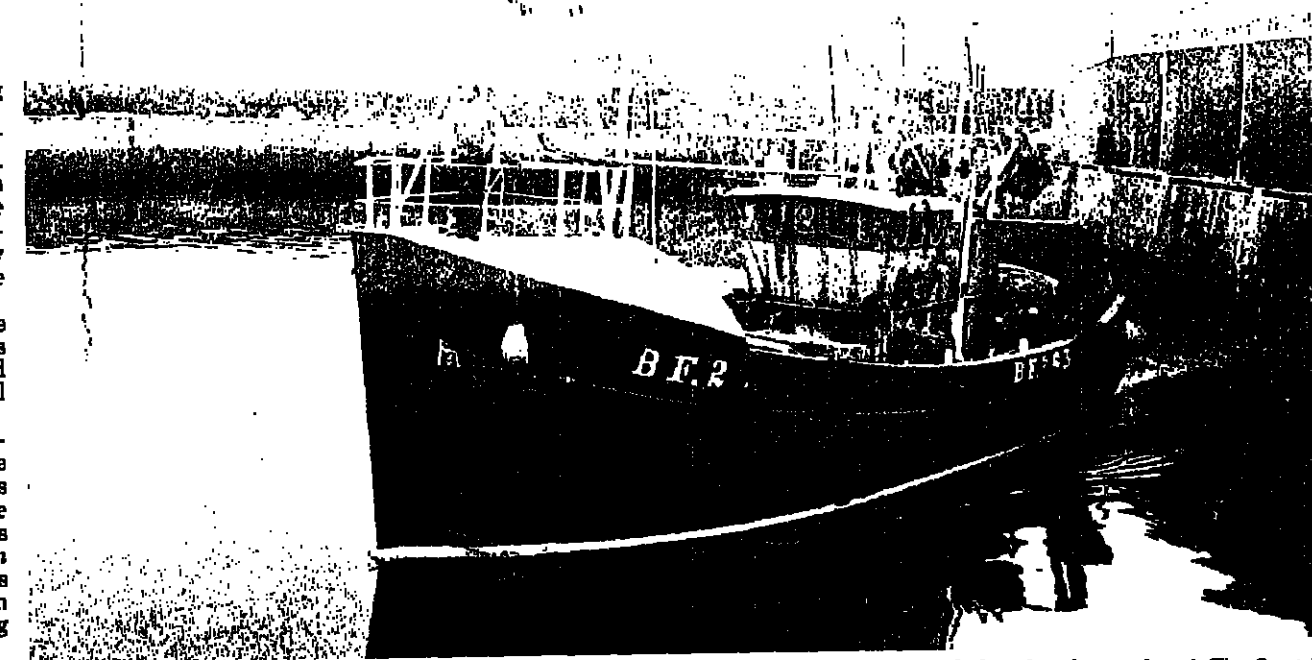
Today, the majority of  
Macduff's 30 or so vessels  
concentrate on bobbin trawl-  
ing and quite a few are stout  
little transom sterned vessels  
in the 60 to 80 ft. size range.  
They have been specially  
designed and built for trawl-  
ing during the last five or six  
years.

Skipper Maurice Slater  
said that he had sold *Golden  
Spinney* because, at 114 hp,  
she was under-powered for  
trawling. She had not been  
catching as well as the more  
powerful boats fishing  
alongside.

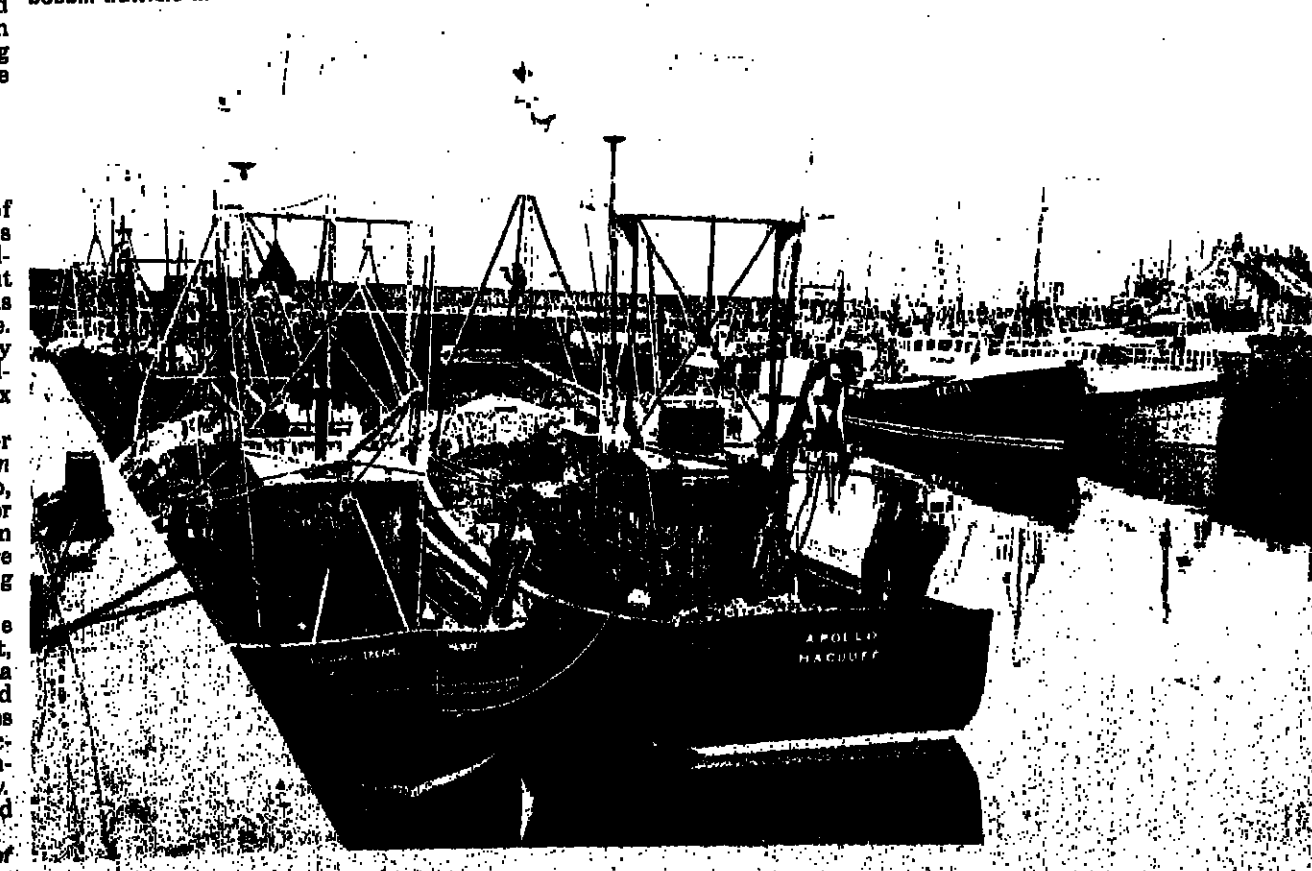
About two years ago he  
took delivery of his new boat,  
*Star Award*, equipped with a  
Caterpillar 360 hp engine and  
Kort nozzle. This boat uses  
heavier gear and has been  
effective in areas which were un-  
suitable for *Golden Spinney*.  
The 66 ft. transom-sterned  
Firth.

The turn-around has en-

Continued overleaf



Above: *Valonia*, skippered by John Watt, is one of the newest  
bobbin trawlers in the Macduff fleet.  
Below: the Macduff fleet tied up for the weekend. The Scottish  
port now has around 30 boats.



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# MACDUFF

From page 19

*Star Award* came from the Macduff Boatbuilding and Engineering Co. which has done much to build up this powerful fleet of bobbin trawlers.

Skipper Kenneth West's boat *Seagull* is also 56 ft. long and was built by Herd and Mackenzie of Buckie in 1971.

She was originally powered by a Caterpillar engine of 250 hp, but a year ago she was re-engined with a larger 'Cat' of 370 hp.

The majority of these vessels use Mystic bobbin trawls from the Boris Net Co., together with 7 ft. Dunbar Vee-type doors.

Last winter *Seagull* and *Star Award* worked a Boris white fish pair trawl for a short while from Macduff and Kinlochbervie. The net proved to be particularly good for cod and fished especially well in deep water.

Skipper Slater said that the pair trawl can cut the boat's fuel costs by about one-quarter as they tow more slowly.

## Early

Although the bobbin trawlers usually work from Kinlochbervie from about March to September, the good fishing in the Moray Firth attracted them back to Macduff much earlier this year.

Some came back as soon as May and had quite good catches of haddock which earned reasonable prices.

By late September the big run of cod had started and quite a few of the boats fished about six miles from home and were able to land every day.

Skipper Kenneth West said that big landings were still keeping prices back a little and the cod was earning about £35 a box.

Some skippers think that a cut-back in industrial fishing is the reason for bigger catches this year. They say they are catching the fish that would have normally been taken by the industrial trawlers.

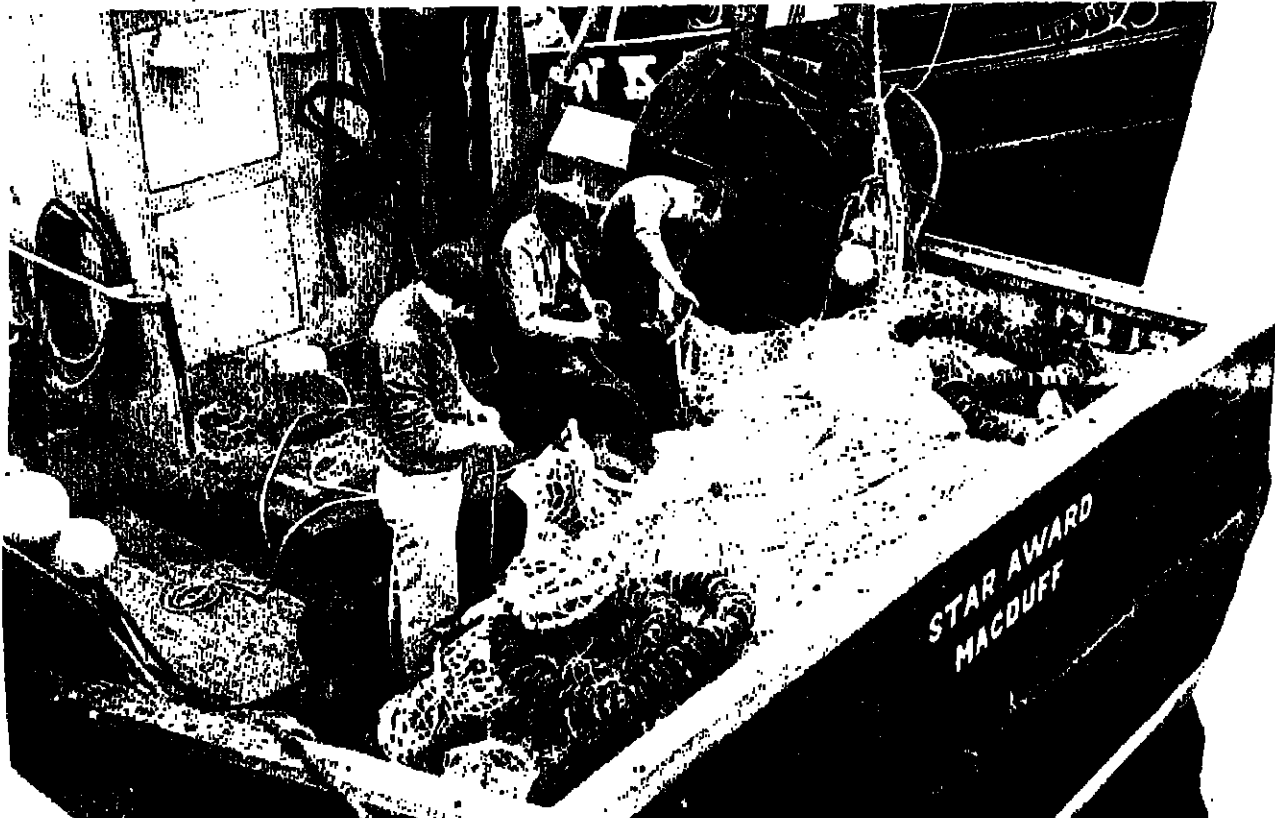
Other skippers say that this is not the reason. There have always been good and bad years — and always will be.

Macduff was an important seine net port for some 50 years and skippers still carry on this tradition. About eight seiners work from home and two or three larger vessels are based at Peterhead.

Skipper Robert Mitchell's 56 ft. *Mizpah* often makes trips of three or four days to Fair Isle, landing in the



Skipper Maurice Slater's 56 ft. long *Star Award* is typical of the small bobbin trawlers working out of Macduff. The two-year-old boat was built by the Macduff Boat Building and Engineering Co. Below: repairing her nets.



region of 350 boxes of haddock and whiting.

Fishing is as good as it has been for a number of years, Skipper Mitchell said, but the fish are getting smaller.

*Mizpah* and one or two other seiners sometimes landed at Peterhead but, for the last couple of years, they have come into Macduff. This is a bid to develop the market at home.

The cruiser-sterned *Mizpah*, built by George Thom-

son and Sons at Buckie in 1971, is powered by a Kelvin 320 hp engine and has a Sutherland hydraulic winch. She was the first vessel in the UK to be fitted with an Ibercisa power block.

Two or three older seiners work much nearer home and, as they are under 50 ft., can fish within three miles of the coast.

Skipper Stanley Lyon recently bought the 45 ft. five-sterned *Harvest Reaper*

from Fraserburgh. Built in 1931, she has a 60 hp Kelvin engine and is fitted with a pedestal-type power block. She has just undergone her DoT survey and needs only a few minor modifications.

Skipper Lyon said: "She is a good boat and is in good condition".

Another inshore seiner is the 45 ft. cruiser-sterned *Kimberley* which was built near Yarmouth in 1948. Her equipment includes a 114 hp

Gardner engine, mechanical winch and pedestal power block. She uses nine coils of rope per side.

Skipper John Watt said that about 10 boxes of mixed fish a day is a fair shot for these older seiners.

There are four firms of fishsalesmen in Macduff. Alexander Paterson is approaching its centenary and the present three partners are the third generation of the family to run the business.

Although the fleet is down by about one-third compared with the early 1970s, its catching power is stronger

About 14 boats are engaged by the firm which also runs a chandlery store. The family ran the local boatbuilding and engineering yard, but this was taken over by new owners about ten years ago.

The Banffshire Fish Sales Co. was opened in 1974 as part of the Aberdeen Jels Wood Group's move into on-shore fishing.

The majority of the nine vessels working through this office fish off the west coast.

Peter and J. Johnstone, now a subsidiary of J. Man (Aberdeen), has had an office in Macduff for many years.

James Mitchell and Sons was set-up about eight years ago by ex-skipper James Mitchell and his son, James, Jr. It handles about 100 locally-based boats including the seiners *Dioscuri* and *Mizpah* which fish under James, Jr.'s two brothers, John and Robert.

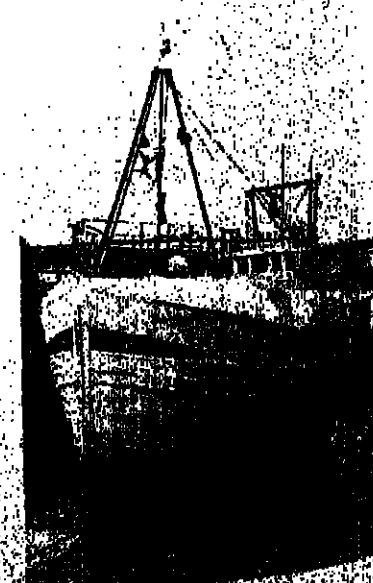
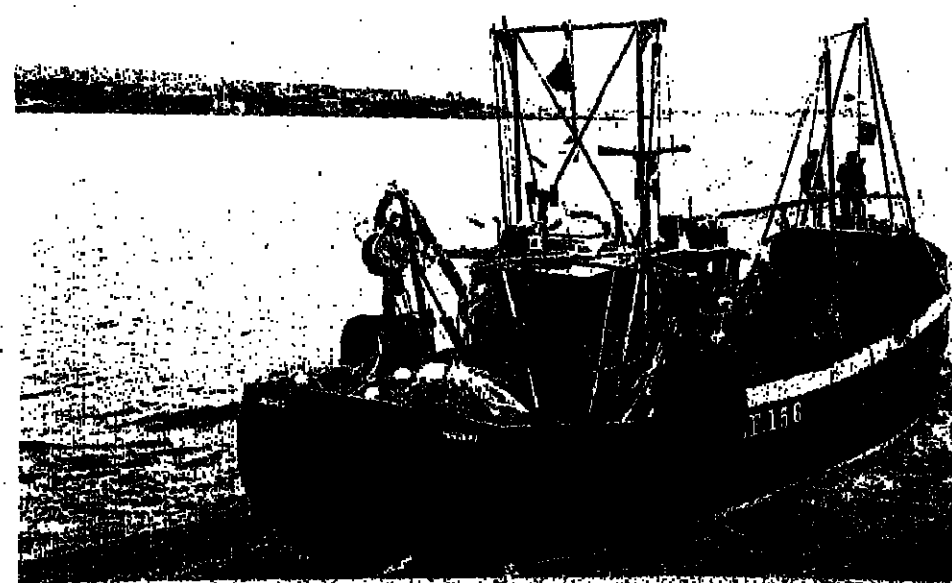
Only a handful of major wholesalers attend the fish market, including John Houston of Macduff and Herbert Cox of Aberdeen and Buckie.

Some small merchants take three or four boxes for local outlets, but there are indications that the buying power will become stronger.

Salesman James Mitchell, Jr. said that his firm has started to buy fish for one or two Aberdeen merchants. Also, a Peterhead buyer has attended the market for the first time.

Although the fleet is down by about one-third compared with the early 1970s, its catching power is stronger

Continued on page 23



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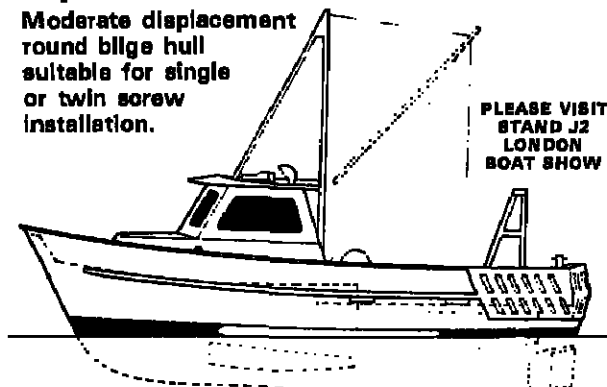


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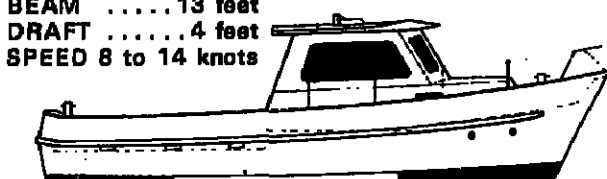
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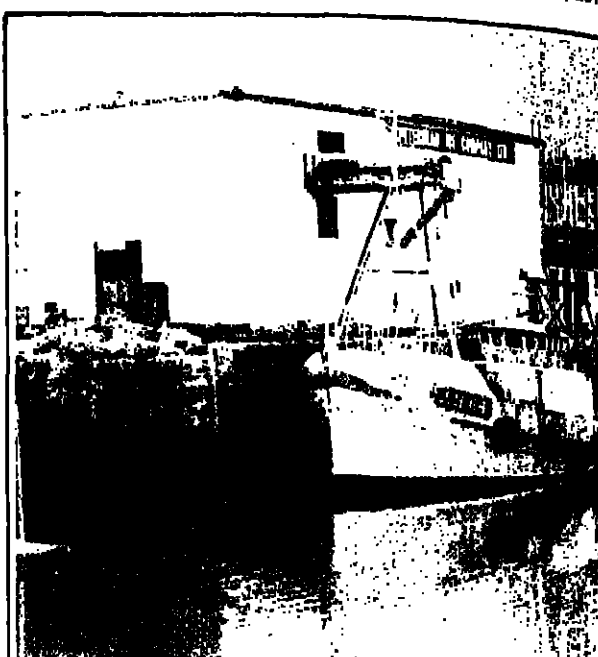
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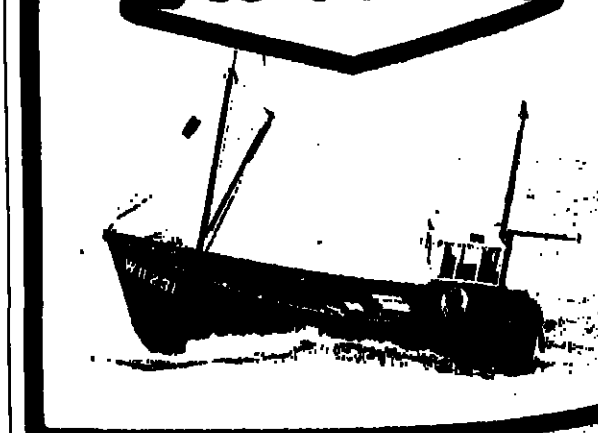
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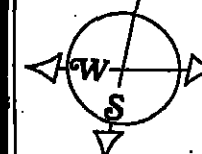
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# MACDUFF

From page 20

owing to the addition of the  
sturdy bobbin trawlers.

Those skippers who held on  
during the mid-1970s slump  
have now been rewarded by  
better catches and prices.

Provided that there is plenty  
of fish in the Moray Firth  
— and prices stay up — they  
would prefer to work from  
home rather than from other  
ports.

Macduff is the base for  
some well known firms  
associated with the fishing in-  
dustry.

For many years Macduff  
Engineering Co., run by the  
Paterson family, built  
traditional cruiser-sterned  
wooden seiners for the local  
fleet and elsewhere.

When seine netting was in-  
troduced to the Moray Firth  
in the 1920s, the late Clem  
Paterson invented an effi-  
cient and robust seine net  
winch which could be driven  
from the boat's main engine.

In 1965 the firm was taken  
over by Banff boatbuilders, J.  
Watt and Sons, and it now  
operates under the name of  
Macduff Boat Building and  
Engineering Co. Ltd.

It has the happy knack of  
keeping a busy order book  
and has launched as many as  
eight vessels in one year.

A new 120 ft. shed was  
built about four years ago and  
the engineering works have  
been modernised this year.

Generally the firm builds  
vessels in the 60 to 75 ft. size  
range, the majority being for  
the Scottish fleet although  
several have gone to other  
parts of the British Isles.

In the early 1970s four  
larger boats — the 78 ft.  
seiner-trawlers *Starrella*,  
*Rival*, *Tarradale II* and  
*Calvados* (now *Thermopylae*)  
were built for Peterhead.

## Orders

The first transom-sterned  
boat from the firm was the 65  
ft. *Attain* built in 1970 for  
Skipper C. Ewan. She is one  
of the few Macduff seiners to  
work from Peterhead for  
most of the time.

A large number of the  
modern vessels in the Mac-  
duff fleet are products of this  
yard, including almost all the  
sturdy little bobbin trawlers.  
Five vessels are now building  
or are on order.

First to be completed will  
be the 66 ft. transom-sterned  
trawler *Loranthus*, being  
built for Messrs William and  
Neil Bruce and Moray Firth  
Fish Selling Co. of Buckie.

Designed by Napier Co.  
(Aberdeen) in conjunction  
with the builders, she will be  
powered by a 280 hp Kelvin  
engine equipped with a  
Reintjes gearbox.

Other equipment will in-  
clude a Norwinch six-ton  
trawl winch, Westmar sonar, a  
power block and a Petter ABL  
auxiliary engine. She will  
have a steel deckhouse and an  
aluminium whaleback.

*Loranthus* will be followed  
by another 66 ft. trawler of  
similar design, *Deejay*,  
ordered by Messrs Cowell  
and Rainforth of Fleetwood.

Powered by a Gardner 230  
hp engine, she will have a  
Kort nozzle, Monton Brix-  
ham hydraulic trawl winch,  
Lesse Hydraulic power  
block, Petter auxiliary engine  
and Kelvin Hughes echo  
sounders.

Skipper A. Foreyth and the  
John Wood Group of Aber-  
deen have ordered a 56 ft.  
seiner-trawler. She will have  
a Volvo 300 hp engine.

Northern Tool and Gear seine  
and trawl winch, an  
aluminium whaleback and  
deck shelter, plus rope  
storage bins.

Orders have been finalised  
recently for two 75 ft. vessels  
for Scottish owners. Some 60  
to 65 people are employed by  
the firm which, but for elec-  
trical work, is self-contained.

Two vessels can be under  
construction in the shed at  
one time, while others can be  
undergoing fitting out work in  
the harbour.

The firm also operates a  
busy repair and overhaul ser-  
vice, with boats coming from  
as far away as Hartlepool and  
the Isle of Man. Recently a  
new Gardner 172 hp engine  
was fitted to the Manx vessel  
*Friendly Shore*.

## Repairs

The marine engineering  
firm of James M. Joiner was  
set-up at Macduff about five  
years ago. Dealing mainly  
with repairs, the firm's  
engineers travel as far afield  
as Ullapool and Peterhead to  
service boats.

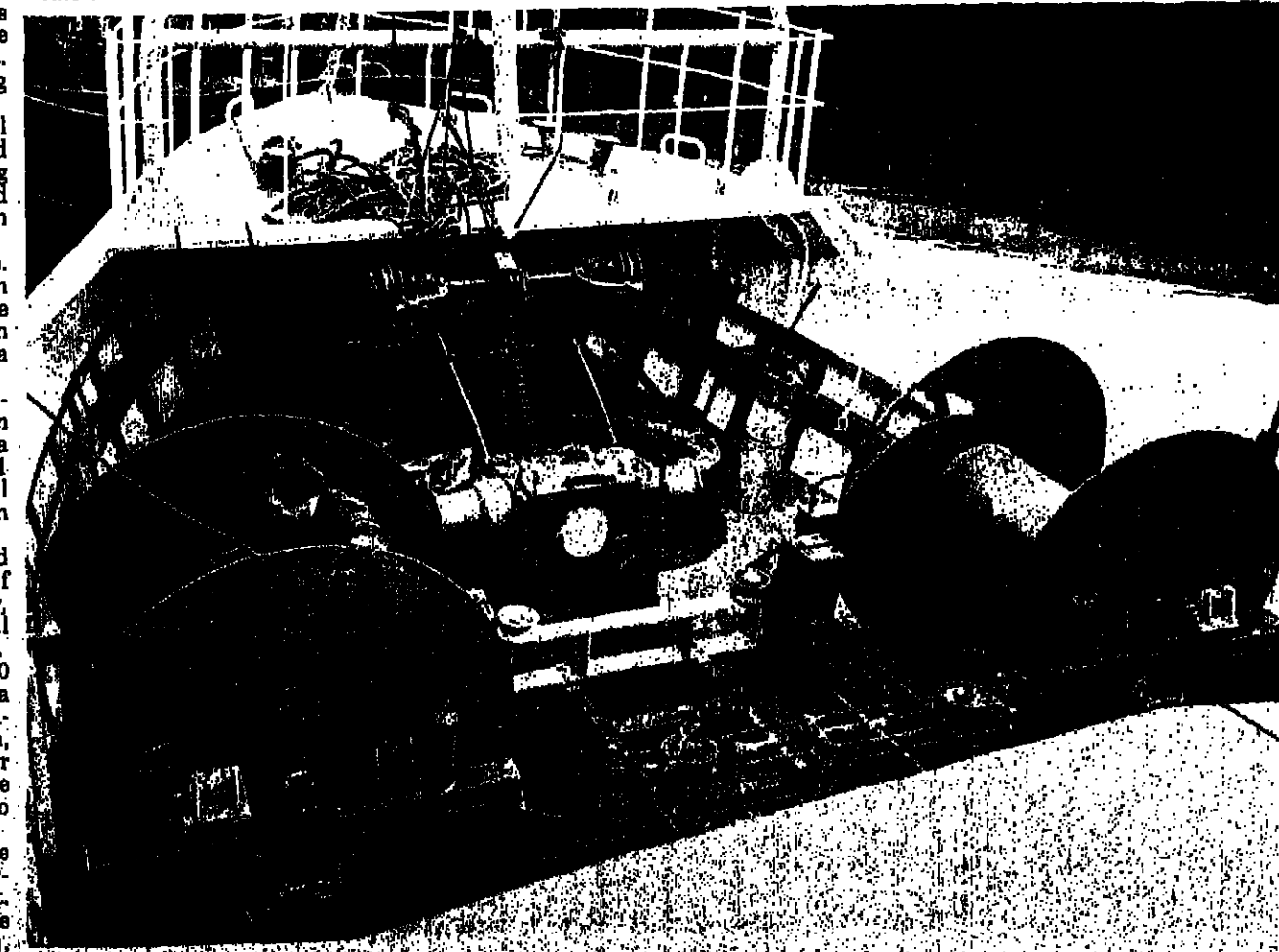
Last year a new Kelvin 310  
hp unit was fitted to the 56 ft.  
Macduff trawler *Apollo*. This  
vessel was built about six  
years ago for Skipper Alex  
Joiner.

A new Gardner engine has  
been fitted to the Whitehills  
vessel *Lupin*. Seine rope  
storage reels by Fishing  
Hydraulics have been install-  
ed aboard the 65 ft. seiner-  
trawler *Quo Vadis* of Wick.  
The firm is also agent for  
Kelvin engines.

The Dauntless Marine  
Engineering and Supply Co.  
Ltd., based at Banff, has a  
high reputation for the  
winches it has been making  
since 1964.

The firm fits winches  
regularly and always has  
marine repair work on hand.  
It is also a service depot for  
Reintjes gearboxes and Deutz  
marine engines.

Below: seine rope reels being  
fitted to the Wick boat *Quo  
Vadis* by the new Macduff  
engineering firm of James M.  
Joiner.



One of the firm's directors,  
Mr. Kennedy, worked as an  
engineer on fishing vessels  
and so he has first-hand  
knowledge of the needs of the  
industry. Last year a new  
seine winch was made for  
Skipper William Campbell's  
85 ft. seiner *Ajax*.

It was designed and tested  
in conjunction with Skipper  
Campbell who likes to use  
simple and robust equipment  
so that maintenance is re-  
duced.

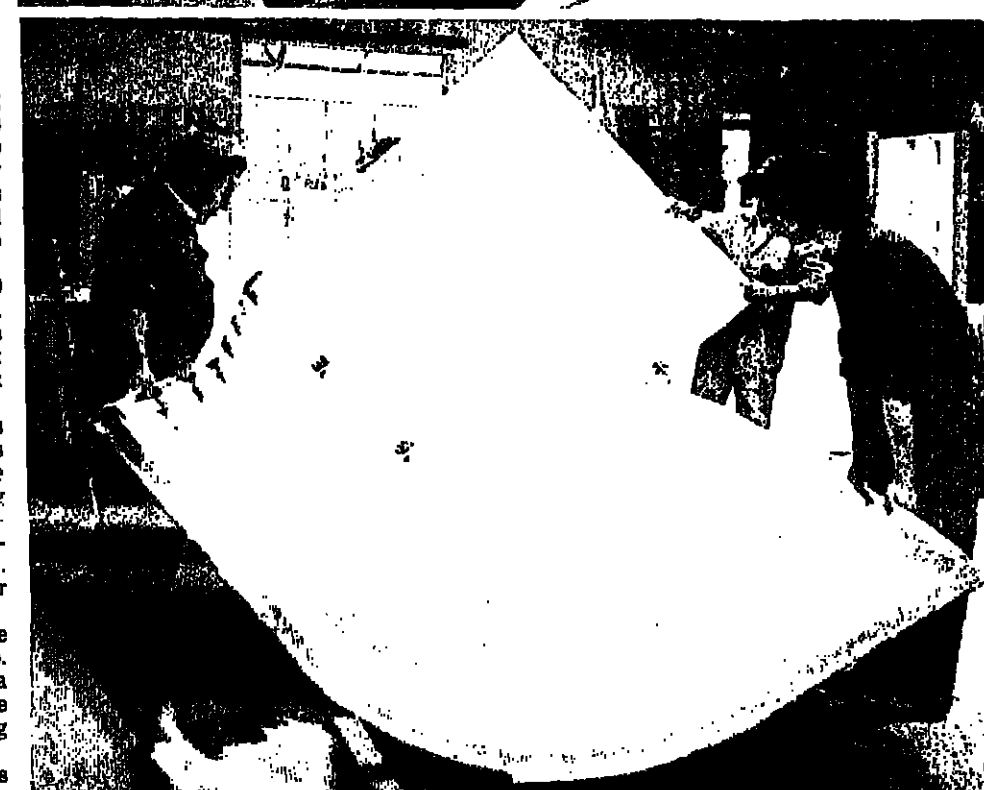
The seine barrels have a  
large diameter of 20 in. to cut  
rope wear and the winch has a

Staffa motor and heavy spur  
gears.

A method of building  
robust GRP deck shelters has  
been successfully developed  
by Macduff Glassfibre. To  
date a dozen Scottish vessels  
have been fitted with them.  
Strength has been achieved



Above: full length aluminium  
deck shelter being fitted to the  
Portnackie trawler *Courier* by  
the Macduff Boat Building and  
Engineering Co.



Left: part of a GRP deck  
shelter being made in Macduff  
Glassfibre's workshop. This  
one will go aboard the  
Whitehills boat *Onward*.

by laminating the GRP over a  
stout aluminium framework  
which is glassed over so that it  
becomes an integral part of  
the structure and will not cor-  
rode.

The aluminium is taken to  
the boats to be shaped and is  
then laminated in the  
workshop so that boats are  
not held up in port while the  
shelter is being made.

Strength is combined with  
lightness. A shelter measuring  
22 ft. by 18 ft. made for the  
Whitehills seiner *Onward*  
weighed only 25 cwt.

Larger vessels fitted with  
the shelters include the  
Peterhead seiners *Daisy*,  
*Graceful*, *Rival*, *Duthies II*  
and *Fidelia*. The firm also  
makes GRP whalebacks and  
has fitted one to *Onward*.

Fishrooms have been lined  
with GRP so that they can be  
cleaned more easily when  
vessels have been carrying  
bulk catches.

The firm has lined the  
fishrooms on a sub-contract  
basis for several vessels built  
by J. and G. Forbes and Co.  
of Sandhaven.

## Slipway

In addition to its GRP  
work, Macduff Glassfibre is  
to diversify into aluminium  
fabrication. Works manager,  
Mr. J. Swales, says that  
orders have been placed for  
six aluminium deck shelters  
and two whalebacks.

Deck shelters will go to  
*Tarradale II* and *Westerdale*  
of Peterhead, while a  
whaleback will go to *Ocean  
Dawn* of Macduff.

Macduff Ice Ltd., owned  
jointly by a number of local  
merchants and fishermen,  
became operational in the  
late 1960s. Its Hallmark  
refrigeration plant, with two  
ice makers, can produce one-  
ton of flake ice per hour.

Macduff's slipway, like the  
harbour, is now owned by  
Grampian Regional Council.  
During the year April 1976 to  
March 1977, 237 vessels were  
slipped.

Seven boats can occupy the  
side berths and another can  
be hauled on to the centre  
line.

Boats from as far away as  
Scarborough have come to  
Macduff for repair and  
overhaul.





# WICK: smaller fleet packs bigger punch

THE FLEET at Wick — one of the most northerly ports on the Scottish mainland — now has greater catching power and sea range than five years ago despite a drop in vessel numbers.

The port is the busiest in the Wick fishery district and the base for one of Scotland's top-earning seiners, Skipper Norrie Bremner's *Boy Andrew*.

Wick has a fleet of 23 white fish boats composed largely of older vessels in the 50 to 70ft. size range.

Financial help from the Highlands and Islands Development Board has enabled ten skippers to buy larger and more modern secondhand boats. In addition, three new vessels have joined the fleet during the last three or four years.

The majority of boats are in quite a sound financial position as the better prices of recent months have come into force.

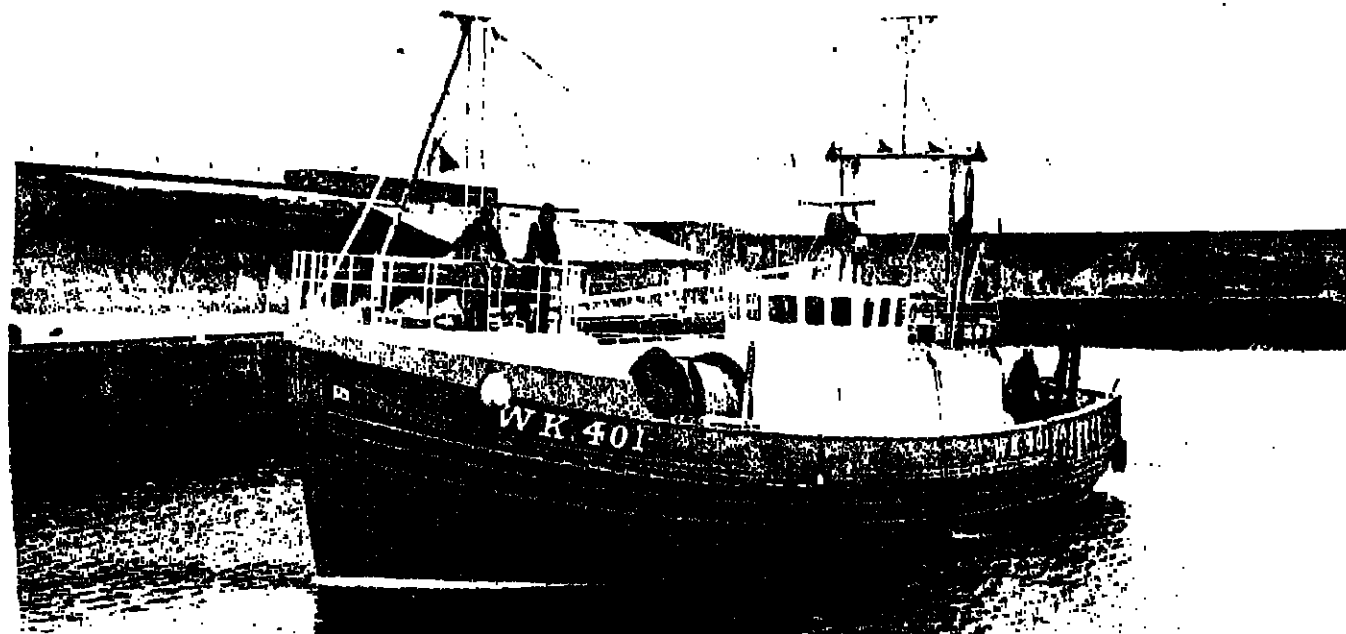
Moves are underway to strengthen the port's fishing industry further. Loans have been approved by the Highlands and Islands Development Board to buy another two secondhand boats, while a fish merchant is setting up processing facilities which will increase local buying power.

Almost all the white fish boats owned at Wick concentrate on seine netting all-year round. Only two or three turn to light trawling in winter.

Some of the larger and more modern boats make trips as far afield as the Bergen Bank and the Bressay, frequently landing their catches in Peterhead.

This 'tripping' is a fairly new departure for Wick seiners. They find it more lucrative to take catches of more than 200 boxes into Peterhead if their own market is already well supplied.

Most well known among the 'trippers' is Skipper Norrie Bremner's high-earning *Boy Andrew*. Last year she realised £225,000 — a remarkable figure for a vessel only 71ft. long.



Built in 1973 by George Thomson and Son of Buckie, the wooden-hulled *Boy Andrew* is equipped with a Caterpillar engine and was recently fitted with Fishing Hydraulics rope storage reels.

The newest boat in the Wick fleet is the 66ft. *Quo Vadi*, built at the Thomson

yard in 1975 for Skipper George Donn. During the spring and summer she often works on the Bressay and lands at Peterhead.

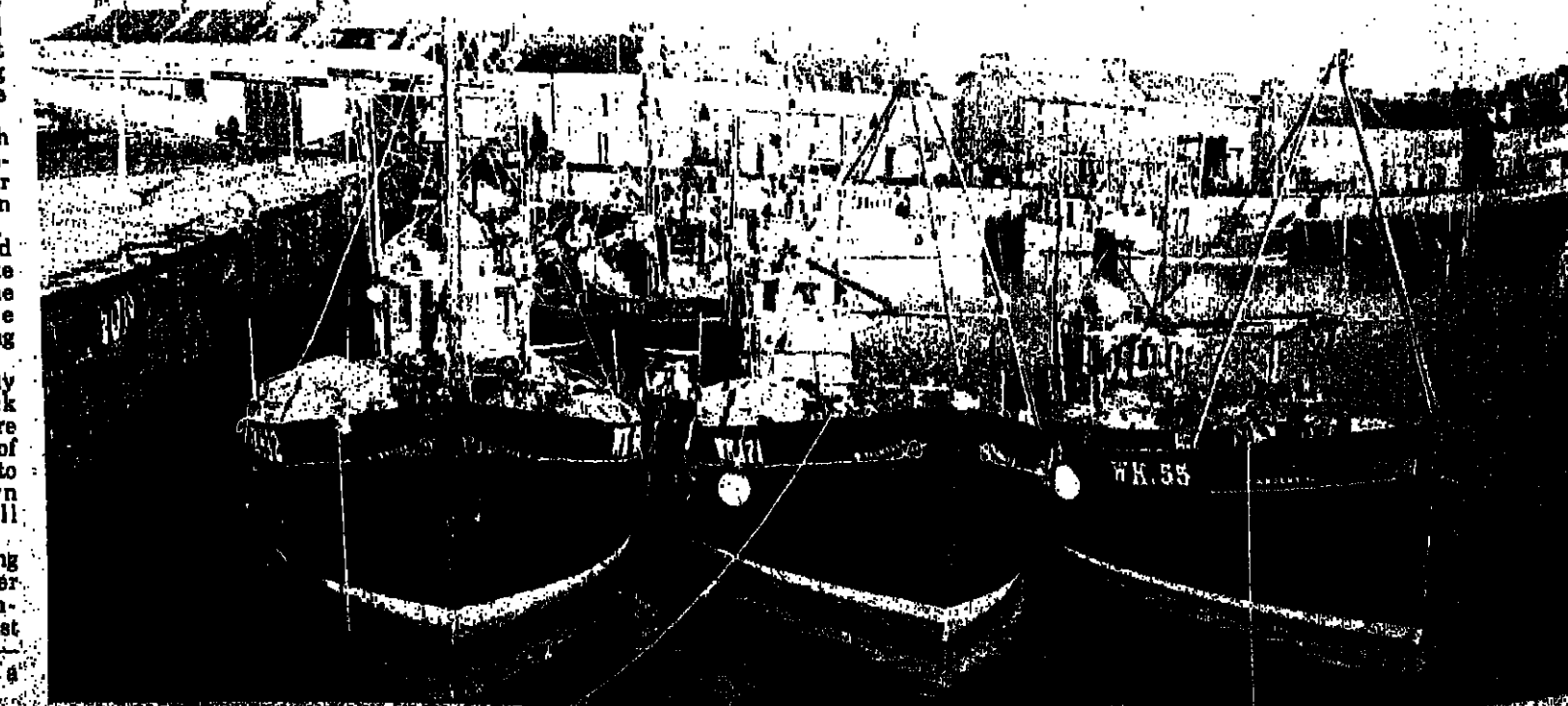
Skipper Donn said that prices are generally higher at Peterhead, but they can be good at Wick if there are not too many boats landing.

Above: Wick's newest boat is the seiner-trawler *Quo Vadi*. This 66-footer, built in 1975 by George Thomson of Buckie, is skippered by George Donn.

Below: Three of the port's older seiners (left to right): *Superb* (built 1948), *Valhalla* (1954) and *Ardent* (1934).

When *Fishing News* recently visited Wick *Quo Vadi* had caught 90 boxes of haddock on local grounds in one day and this realised from £20 to £23 a box.

The other new boat in the fleet, the 56ft. *Heather Ann* built by Thomson in 1973 for Skipper Alistair Mackenzie,



Above: One of Wick's problems is the harbour entrance. It sits up badly and so can often only be used around high tide. A dredger is now one year overdue.

has also landed at Peterhead on occasions.

One of the port's youngest skippers, 21-year-old Ronald Sutherland, recently bought the former Shelland vessel *Zephyr* and renamed her *Astra*. The 18-year-old, 65ft. boat works the Bressay ground and also as far south as the 'Jungle'. She has landed in Buckie and Peterhead as well as Wick.

One of the newer secondhand boats, the 74ft. *Crusader* under Skipper Donald MacKay, fishes on the Bressay for much of the time and lands at Peterhead.

*Crusader* was built as *Prevail* at the *Arden* river yard in Peterhead for Firth of Forth owners and was later sold to Burghhead and renamed *Defiance*.

## Hard core

In all about 16 boats fish local waters regularly. Among those are three or four fairly modern secondhand vessels in the 60 to 70ft. size range, the largest being the 70ft. *Rosemary* built by Herd and Mackenzie in 1960 for Lossiemouth owners. She is now owned by Skipper Hugh Calder.

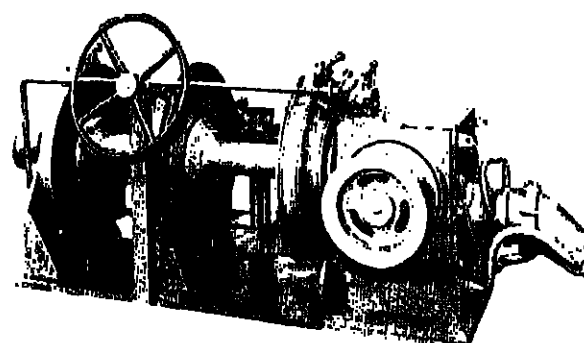
There is also a hard core of older boats in the 50ft. range, varying in age from 20 to 40 years.

Most elderly of these is *Ardent*, built by Reekie of Anstruther in 1934 and powered by a Gardner 80 hp engine. Owned by Skipper John Malcolm, *Ardent* has just undergone her 20th birthday.

Continued overleaf

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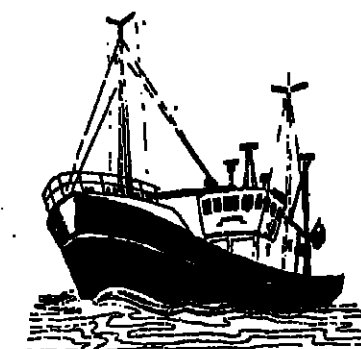
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Draft 3' 9"  
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MILTON LAMINATES LTD



# WICK

From page 24

ty survey and requires only a few minor modifications.

Most of the home-based boats follow a fairly regular pattern of fishing throughout the year. They concentrate on the plaice grounds some 18 miles from harbour from January to March and then, between March and September, look for plaice and haddock in an area up to 12 miles east and south-east from home. Some of the larger boats sail a bit further south. The Smiths Bank is a popular ground.

For the last three months of the year the boats normally work near home hoping to find cod, although catches have been somewhat erratic for a number of years.

Catches are normally put ashore at Wick daily but, in bad weather, the boats will sometimes land in the more sheltered harbour of

Scrabster, on the north coast of Caithness.

One or two of the 'trippers' also work locally during the winter, *Quo Vadis* being one of the few vessels to switch to the light trawl.

Skipper Down said that they work the plaice grounds along with the other boats, but the trawl can cover more ground than the seine net and some 30 to 40 boxes of plaice can be caught in one night.

A crewman of the 23-year-old seiner *Valhalla* said that fish are getting more scarce, but good prices more than compensate for this. He thought 30 boxes of haddock and whiting is a good daily catch for these older boats in the summer, but in the winter they can get about 20 boxes of plaice and five or six of haddock. At one time there was a big run of cod in the winter, but this has more or less died out.

## Night

Plaice fishing is normally done at night when the boats use a heavier net for digging into the sand.

*Valhalla* is one of the few seiners which still carry a net specially rigged for fishing cod on hard ground. Called a 'dropper net', it is used with three or four coils of rope and is hauled back before it can lie on the bottom and he damaged.

Quite a lot of the boats use seine nets made by David John of Keiss. The fishermen say these nets have a good name for their catching ability. Mr. John has also made nets for larger seiners in other ports.

Although good prices are giving the boats one of their best years ever, the Wick fishermen are worried about future haddock fishing restrictions.

One skipper said that Wick boats enjoy their biggest haddock fishing from July to October when the shoals come into the local waters.

If a strict quota is set, this may well be fished up before the haddock come into these local waters. The Wick fleet would then be finished.

Talk of haddock fishing being confined to the earlier part of the year is also a worry.

Another problem is the proposal by Mesa Petroleum to load oil directly on to tankers from its Beatrice Field in the Smiths Bank area. This could cause pollution and a tanker could even break adrift in heavy weather.

Fishermen would rather the oil be carried ashore by pipeline.

The entrance of Wick har-

bour also makes it difficult for the boats, particularly in SE wind. Often there can be good fishing weather out at sea but the boats can't get out of port.

The dredger, operated by the Department of Agriculture and Fisheries for Scotland, can increase the minimum depth to 8ft but is almost one year overdue.

Wick Harbour Trust, which has owned and managed the harbour since 1878, would naturally like to see the approach made safer with a minimum depth of around 12ft. However, this would entail major and costly engineering work.

Another extraordinary problem has been the appearance of gribble worms in the harbour. Even some of the newer boats have been attacked and one vessel needed new planks at a cost of £1,000.

The slipway, which has recently been repaired, was in a bad way for some time. It may be that the boats have been vulnerable to gribble attack because they had not been slipped and allowed to dry-out sufficiently.

The slipway now has one cradle in use and the two side berths should be repaired in the near future.

Two firms of fish salesmen handle the local fleet. John S. Duncan Ltd. was taken over by Aberdeen trawler owners, the John Wood Group, about six years ago as part of the firm's move into inshore fishing.

New premises, including a chandlery store, were opened in 1975. Some 21 boats are agented through the office, and the Wood Group has taken shares in one or two of the new and second-hand vessels. The group also acquired the North of Scotland Ice Co., which can produce 12 tons of flake ice a day, and the fuel depot.

The other agent is Sandison (Wick) Ltd. which handles fish selling and book-keeping for a number of vessels.

## London

In all there are seven merchants buying fish from the Wick market. About half of them look chiefly for plaice, skate, brill and turbot to send by train to the Billingsgate. The other merchants send haddock and whiting south to processors and markets by road transport overnight.

One buyer told *Fishing News* that prices paid at Wick can be as good as elsewhere and are particularly high for plaice and skate. They can remain good even if 1,000 boxes are landed, he

December 9, 1977



said, but the somewhat erratic supply has discouraged merchants from expanding into processing.

Merchant M. Cowie and Son is, however, setting up facilities to fillet, freeze and pack white fish, herring and mackerel for UK and Continental outlets.

In addition to buying locally the firm will also draw supplies from other Scottish ports. The processed fish will be despatched in hired refrigerated trucks.

James Cowie said that the new factory will employ ten people to start with.

As the firm will carry on sending unprocessed fish south, the new venture will increase the buying force on the local market.

One of two stranger boats are expected to land fish in response to the new venture. The value of white fish landings at Wick just exceeded £4 million in 1976, so the port must be regarded as one of Scotland's smaller bases.

This year, landings are down in weight but up in value.

Up until the end of August some 30,814 cwt. of white fish was sold for £506,884, as against 38,010 cwt. valued at £381,291 during the same period in 1976.

This shows a 19.5 per cent drop in weight but a 29.5 per cent increase in value.

Naturally these figures do not give an accurate picture of the performance of all the Wick boats as they do not take into account catches landed elsewhere.

## Shellfish

Landings of seine net fish in Scrabster by the end of August this year amounted to 9,821 cwt. worth £159,559, showing a 7.7 per cent increase in weight and a 60.8 per cent rise in value over the same period in 1976.

Although Wick is chiefly a white fish port, the Wick fishery district includes several shellfish ports which are having quite a revival.

Creel fishing for crabs has been stimulated by the opening earlier this year of Highland Seafoods' new processing factory at Inverhervie, Kincairdineshire.

The firm, a member of the Young's Group, collects crabs from Scrabster, to John O'Groats and south to Lybster.

Whereas a year ago there was a poor market for crabs, Highland Seafoods is now giving the fishermen in the

region of £1.50 a stone for their catches.

For the eight months until the end of August this year crab landings in the Wick district amounted to 2,863 cwt. valued at £33,296. This compares with 923 cwt. worth £6,997 during the same period in 1976 — a 210 per cent increase in weight and a fantastic 376 per cent rise in value. The busiest shellfish port is Scrabster which is the base for six full-time creel vessels and a number of part-timers.

## Tanks

During the first eight months of this year lobster catches landed in the Wick district amounted to 518 cwt. worth £131,942. This shows a 12 per cent drop in weight, but a 9.3 per cent rise in value, when compared with the 589 cwt. worth £120,700 hauled during the same period in 1976.

The Helmsdale firm of Alec Jappy and Sons, which has storage tanks in Helmsdale and Scrabster, has paid as much as £3 a lb. for lobsters.

Shipments of lobsters are also sent by ferry from Scrabster to Orkney for the Stromness firm of John Steer.

Scrabster is the base for creel boats up to 56ft. long. One of these is the former Cornish vessel *Christian Joelle* which was bought by Skipper Ronald Alkenhead.

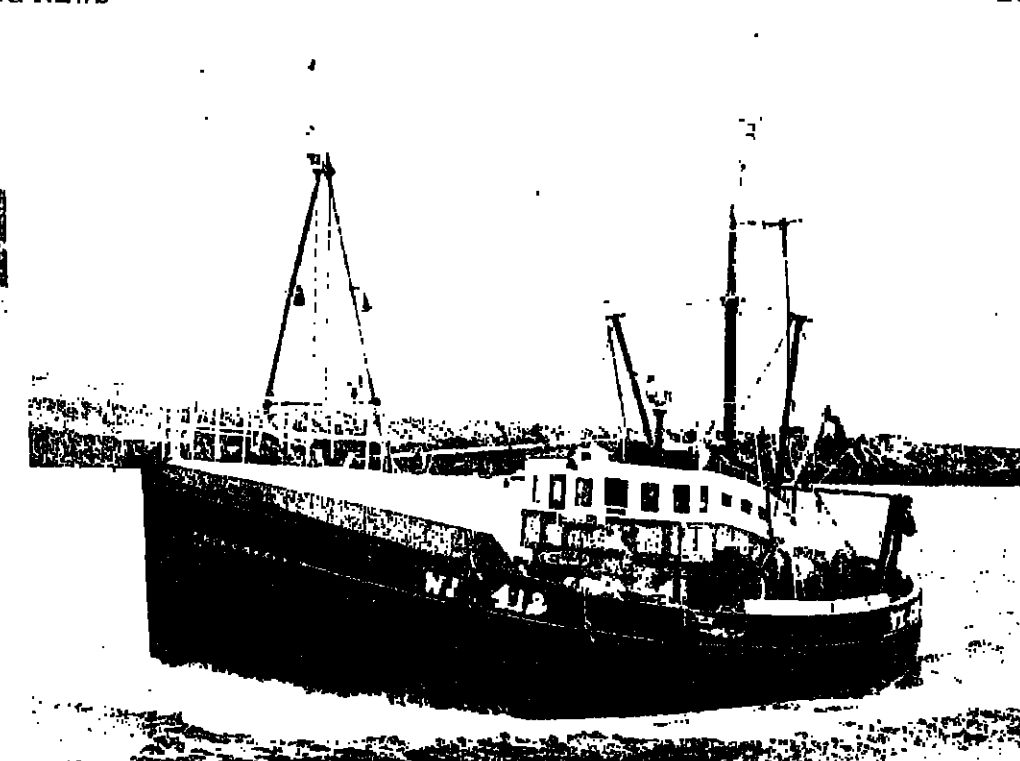
She uses 380 Cornish-type 'inkwell' creels, as her owner has found that these tend to catch larger lobsters than the traditional Scottish-type creel.

Shore-based firms at Wick include boatbuilder James McCaughey who set-up business in 1968. Three years later his firm moved into a modern covered yard built with financial aid from the HIRD.

The firm is well known for its eye-sweet clinker-built wooden 'oreel' vessels and it has also fitted out GRP hulls moulded by Halmatic (Scotland) Ltd.

Now it has entered into steel construction and has delivered the 80ft. creel and line boat *Vidago* to her owners, Murray, Smyth and Son.

The boat, based at Lybster, was designed by Glasgow naval architect Mr. A. Myne. James McCaughey told *Fishing News* that this type of

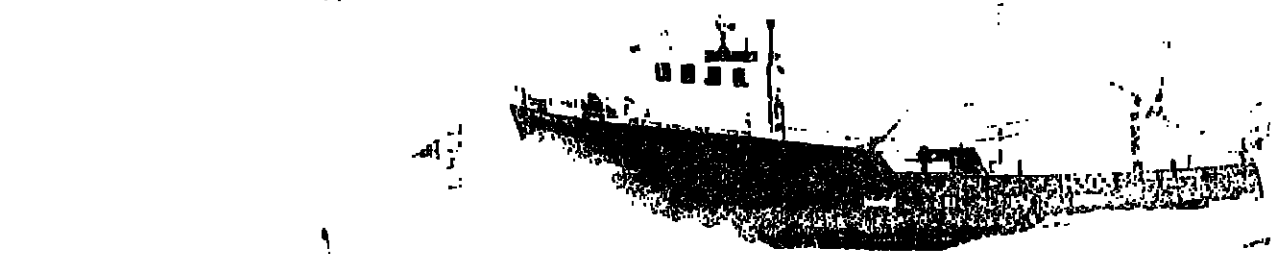


Left: The top-earning 71-footer *Bay Andrew I* as she went into service in 1973. Skipper Norrie Bremner earned £225,000 with her last year.

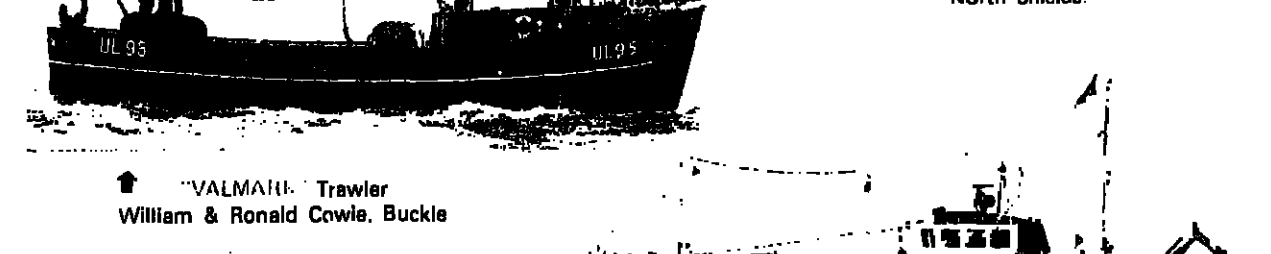
Above: *Rosemary*, a 70-footer, fishes from Wick all-year round. She was bought secondhand from Lossiemouth and is skippered by Hugh Calder.

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Continued on page 28



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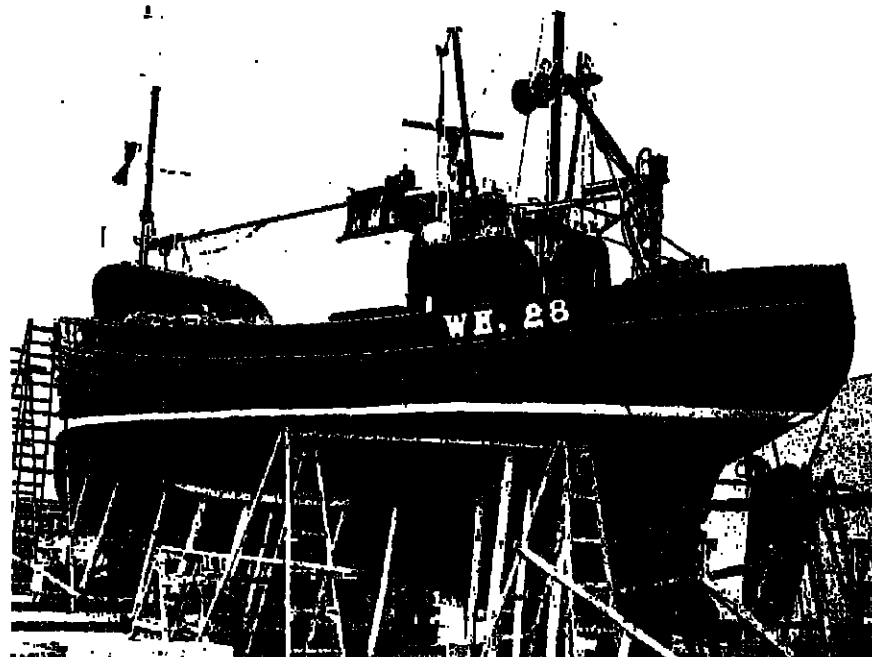


The 80 ft. *Restless Wave* (Skipper, Alec Calder) is another boat which fishes from Wick all year round. She was bought secondhand from Sanfords, owners of a sister boat, and has recently been fitted with a new hull.

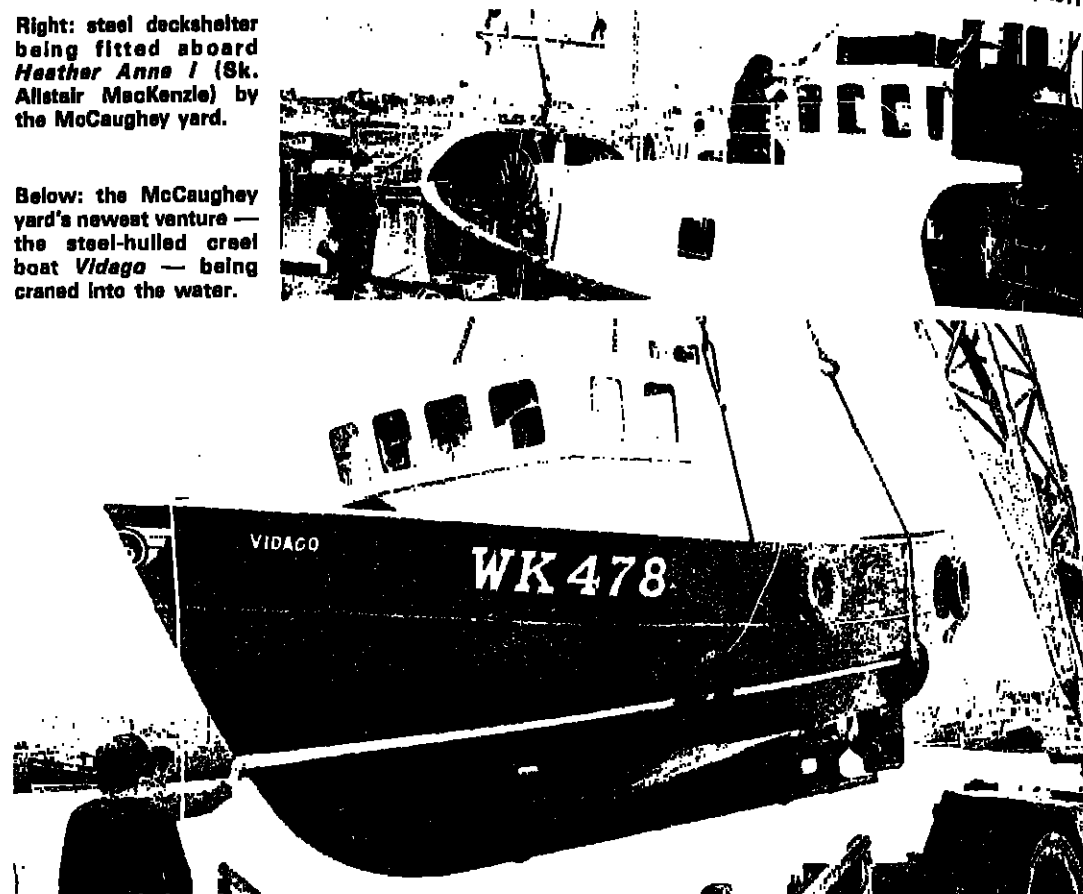


Right: steel deckshelter being fitted aboard *Heather Anne I* (8k. Allister MacKenzie) by the McCaughey yard.

Below: the McCaughey yard's newest venture — the steel-hulled steel boat *Vidago* — being craned into the water.



Seen here on the slipway at Macduff is the 85 ft. Wick vessel *Astra*. Built by J. and G. Forbes as *Zephyr* in 1959 for Shetland owners, she was recently brought to Wick by 21-year-old skipper, Ronald Sutherland. She sometimes lands at Peterhead, but often fishes nearer her home port. Fish prices are usually higher at Peterhead, but even so can be good at Wick.



## WICK

From page 27

vessel is cheaper to build than in wood or GRP and the chine construction required little outlay on new building equipment.

He said the boat has aroused a lot of interest and that more orders should follow, provided the prospective owners get HDB financial help. The Mylne firm is designing similar vessels in 25 and 40ft. versions.

*Vidago* is of double-chine hull form, with a transom stern. Plating is of four mm. Cor-Ten steel which contains a percentage of copper and is said to last three times as long as conventional steel.

It oxidises when scratched, thereby preventing further deterioration, and its high tensile properties allow the use of a thinner gauge plating.

The plating is welded on to 2in. by 1in. angle frames and, in addition, "T" sections are welded longitudinally to the frames to give extra strength and a fine even plating.

*Vidago* is powered by a C.

Power six-cylinder diesel of 108 hp with 3:1 reduction gearbox and has a speed of up to 11 knots. She carries two 80 gallon fuel tanks and has accommodation for two.

Equipment includes McKay and McLeod reel and line hauler, Wills Riley steering gear, Deere Navigator, Gemtronics echo sounder and Seavoice vhf radio.

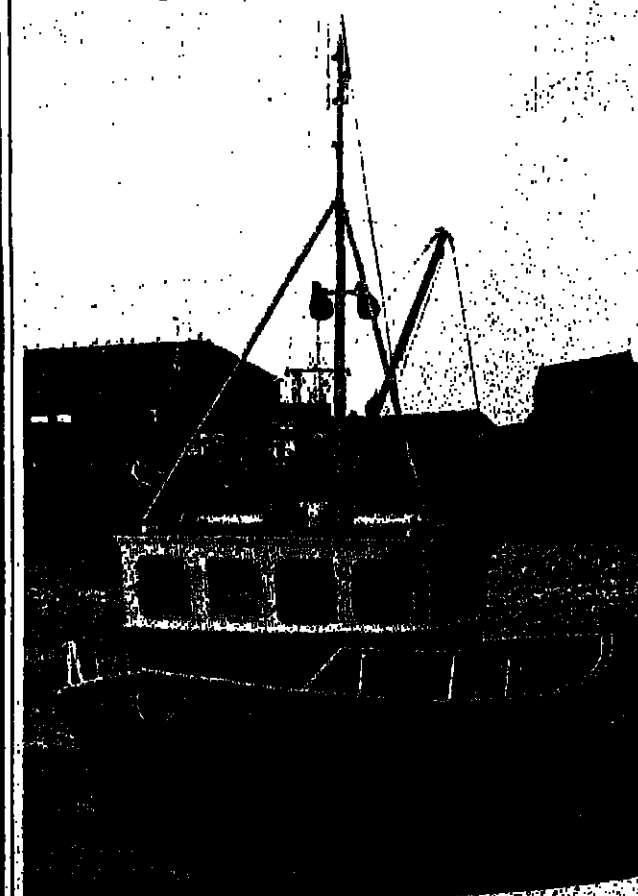
The wheelhouse is wooden with a small galley fitted forward. McCaughey also plans to set up an engineering store to extend its engineering services and carry a more comprehensive range of spares for engines and deck machinery.

Recently the firm fitted Lössie Hydraulics rope reels to the Wick sloop *Restless Wave*. Now it is quoting for three more similar installations for local boats.

Steel deck shelters have also been made for *Cruiser* and *Heather Anne I*. These structures are shaped at their ends in order to give them a more pleasing line.

Another potential new venture for McCaughey is a tie up with the Cornish firm of Cygnus Marine. The firm has been asked to fit out and market the Cygnus range of GRP hulls in Scotland.

Below: *Vidago* afloat in Wick harbour. Skippers are already asking for larger versions of this double-chine 30-footer.



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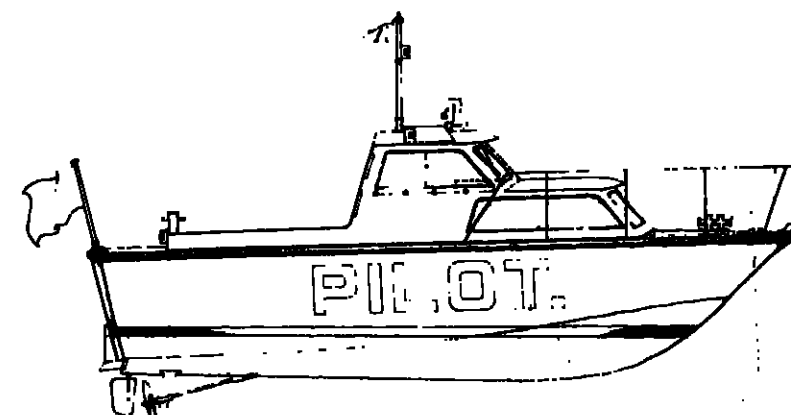
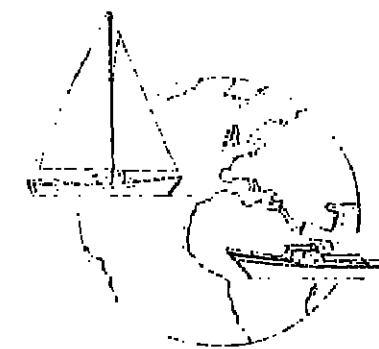
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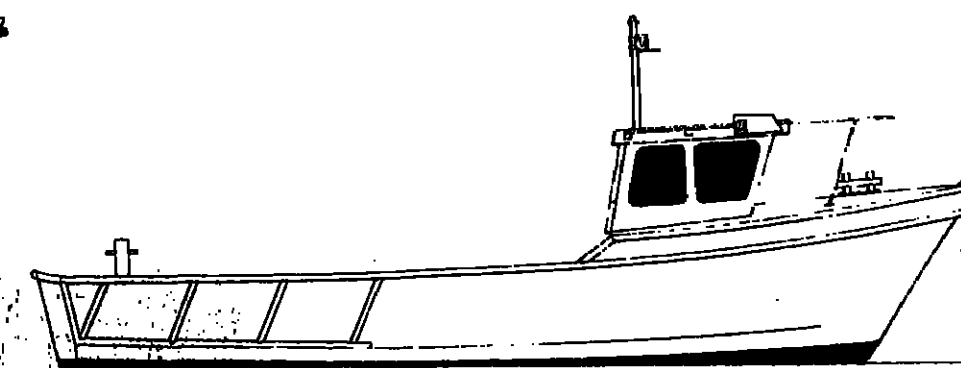
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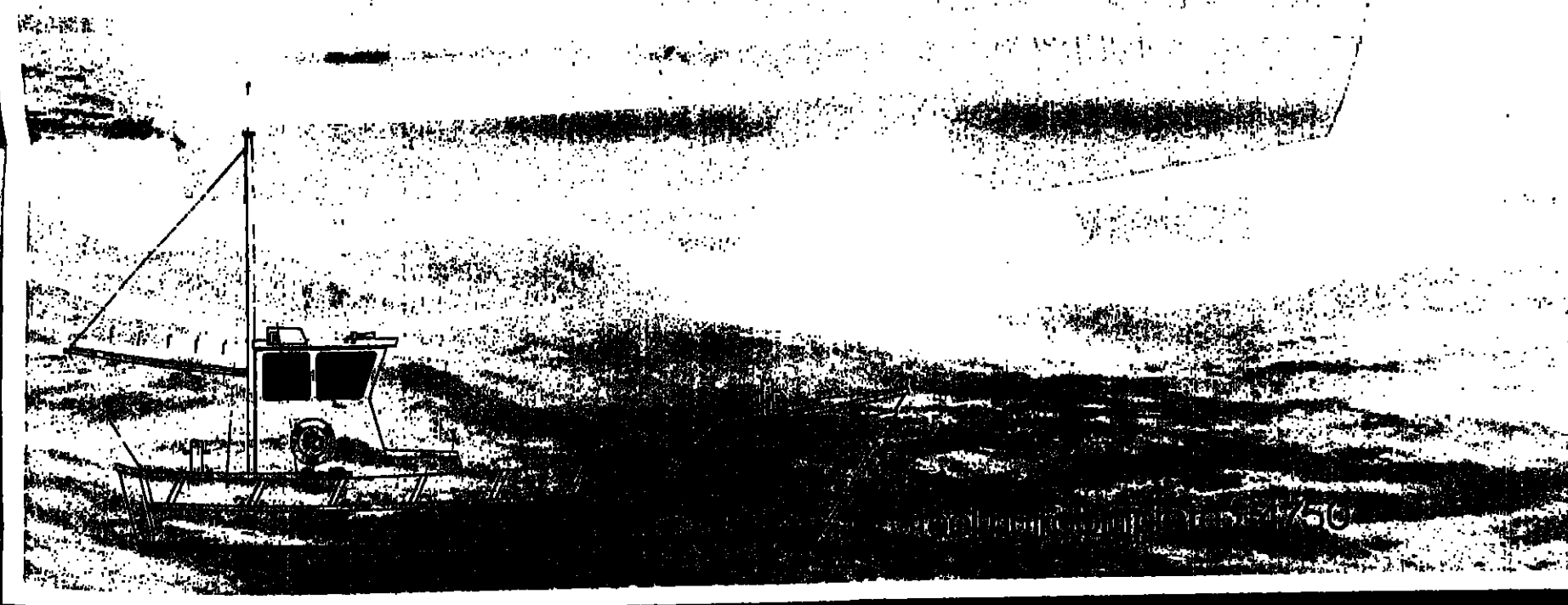
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# FIXED-PRICE 'TRIUMPH' BY McTAY

**SKIPPER IAN MURRAY** is now seine netting from Aberdeen with his new 76 ft. steel vessel *Ocean Triumph II* which was built in just 31 weeks. Along with several other privately-owned Scottish vessels, she is working through the new Aberdeen Inshore Fishselling Co. agency.

*Ocean Triumph II* was built on Merseyside at the Bromborough yard of McTay Marine Ltd. Final fitting out work was handled at St. Monans, Fife, by the centuries old boatbuilding firm of James N. Miller and Sons Ltd. — now a member of the McTay group.

She is the fifth fishing vessel to come from the Miller/McTay partnership, the first four having been ordered from Miller based on steel hulls built by McTay under sub-contract. Designed by the director of the Miller yard, James T. N. Miller, the four vessels are the 60 ft. sister-ships *Sharon*, *Isle* and *Ocean Herald II*, built for George Muir and Sons of Port Seton and Skipper John McBain of Pittenweem, and the 74 ft. boats *Fisher Rose* and *Adelphi* owned by Skipper Robert Clark of Musselburgh and Skipper Peter Murray of Anstruther.

With her wheelhouse set on the after end of the deckhouse, *Adelphi* is one of the more unusual vessels in the Scottish fleet.

However, as with the two 74-footers, she has a box keel which bears the weight when the vessel is put on a slipway or dries out in a tidal harbour.

*Ocean Triumph II* cost just over £350,000 and has an overall length of 76 ft. 9 in., moulded beam of 22 ft., moulded depth of 11 ft. 8 in. and draft aft, 11 ft. 3 in. She has three watertight bulkheads and is sub-divided from forward into fore peak.

McTay built a £300,000 shipyard at Bromborough, on a 4.5 acre site, as work on the hulls of *Fisher Rose* and *Adelphi* progressed. The new shed was erected around them.

McTay is now one of the most dynamic new shipbuilding yards in Britain with a number of fishing vessels in

hand or on order for both the UK and overseas.

McTay took over the Miller yard following the completion of *Adelphi* and put in a new £100,000 slipway to provide the St. Monans area with a much-needed boat repair facility.

Vessels on order from McTay include a 115 ft. stern trawler for Faroese owners and an 83 ft. trawler and long liner for a Newlyn, Cornwall, skipper. An order for an 80 ft. dual-purpose vessel for Skipper Robert Clark of Musselburgh has also just been finalised.

The offer of vessels at a fixed price and the guarantee of delivery dates has taken McTay well to the fore in fishing vessel building. The firm is now geared-up to build any type of boat best suited to the future needs of the fishing industry.

### Safety

*Ocean Triumph II*, for Skipper Murray of Pittenweem, is one of the first steel boats to be built throughout to the Department of Trade's Fishing Vessel (Safety Provisions) Rules.

She was designed by James T. N. Miller and is of similar hull form to *Fisher Rose* and *Adelphi*, with a transom stern and round bilges. Unlike them, she does not have a knuckle feature in the lines of the bow and does not carry water ballast tanks.

However, as with the two 74-footers, she has a box keel which bears the weight when the vessel is put on a slipway or dries out in a tidal harbour.

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Continued overleaf

Mounted aft of *Ocean Triumph II*'s wheelhouse is her Rapp 24 in. power block, which is hung on a Hish crane.



Below: the 76-footer *Ocean Triumph II* on trials. Skipper Ian Murray's McTay/Miller built steel-hulled seiner works from Aberdeen and is similar in hull form to *Fisher Rose* and *Adelphi*, two previous boats from the same yards.



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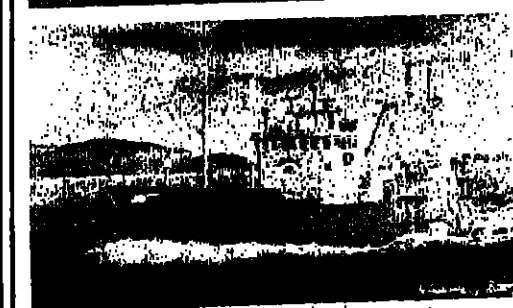
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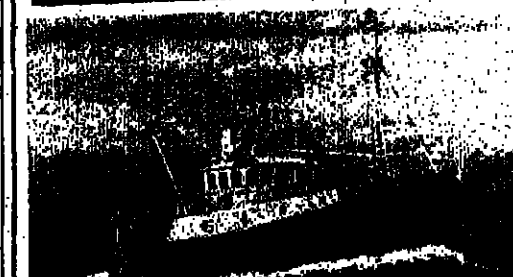
**100 foot Stern Trawler**  
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Design allows full size fishing gear to be used. Engines positioned forward or aft up to 1400 B.H.P. Can be fitted together with C.P. propeller and nozzle. Fishroom lined with G.R.P. up to 220 cu. m. Conventional gutting room situated below deck aft. Accommodation in forward shelter deck for up to 14.



**88 foot Stern Trawler**  
26' Beam x 12'-3" deep.  
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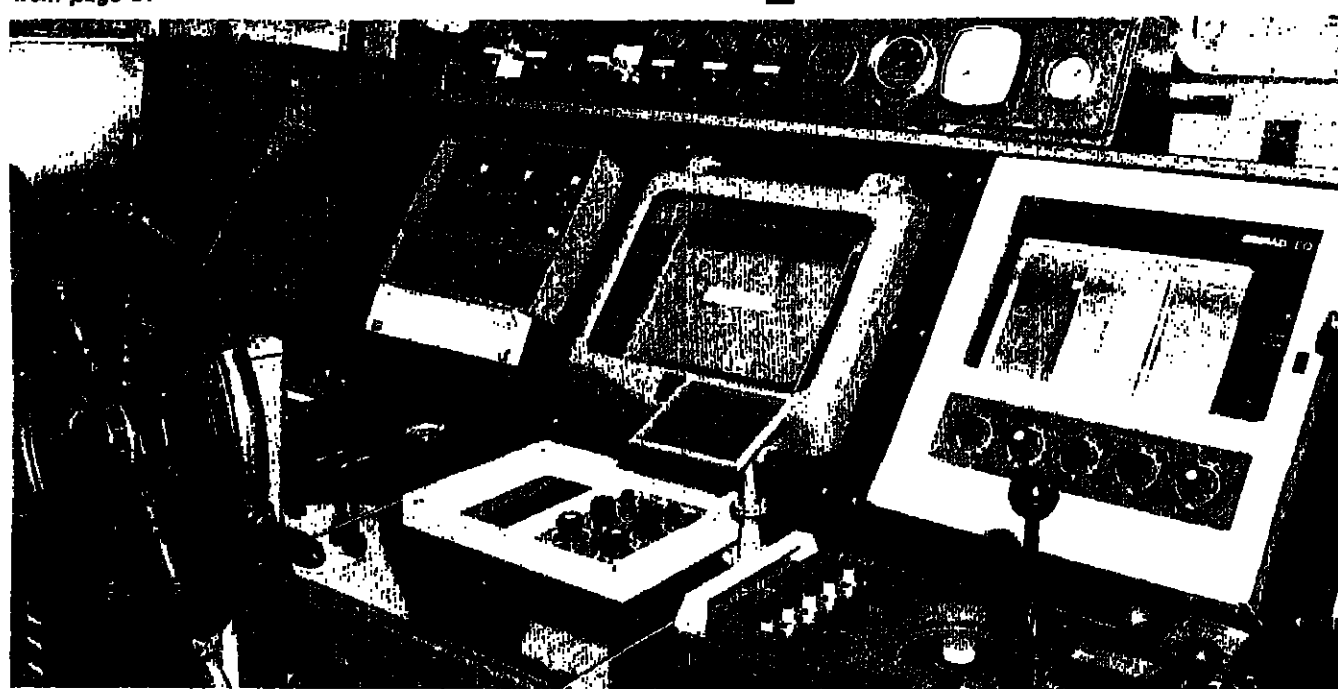
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# Ocean Triumph II

from page 31

Below: Ocean Triumph II's extensive electronic equipment is arranged on a console in the wheelhouse. She relies on Simrad fish finders supplied by Decca.



fishroom, engineroom and cabin.

Tonnage under Part IV Registry is just short of 50, but the large fishroom enables her to carry at least 600 boxes of fish.

Ocean Triumph II is of traditional Scottish layout, with the deckhouse aft, and is equipped for seining and trawling. She will concentrate on seine netting for the time being.

A number of features which have been developed by Scottish seine net skippers in recent years, including rope storage reels and a deck shelter, are incorporated in the vessel's layout.

Caledonian Engines Ltd. supplied her Caterpillar D47B propulsion engine which develops 565 bhp at 1,325 rpm. It is coupled to a four-bladed FAL fixed pitch propeller through a Caterpillar 3.95:1 reduction and reverse gearbox and Fleetwood sterngear.

A 28 kW 110V McLure d.c. generator, a 125 amp ACG115 Transmotor 24V generator and the standby hydraulic pump for the rope reels and power block are driven from the main engine.

Polican Engineering Co. (Sales) Ltd. assembled the auxiliary generating set which is based on a hand and electric start Gardner 4LW engine giving 127 bhp at 1,500 rpm.

## Direct

The Dowty variable delivery hydraulic pump for the winch is driven off the fore end through a Twin Disc clutch, while the Vickers hydraulic pump unit for the rope reels and power block is belt-driven from a pulley between the clutch and Dowty pump.

A 28 kW 110V McLure generator is powered by direct drive off the after end of the auxiliary engine, while a clutched Desmi bilge and general service pump and a Transmotor 24V generator are belt-driven from pulleys between the engine the McLure generator.

Electrically-driven equipment in the engineroom includes Carco ventilation fans, a Desmi bilge and general service pump, the steering gear pump and Godwin domestic fresh water and seawater pressure sets.

A small electric pump empties the engine and gearbox lube oil sumps to case

changing the lubricating oil regularly in the interests of better engine maintenance.

The deckhead in the engineroom is insulated with 3 in. glassfibre faced with aluminium to cut engine noise in the deckhouse down to a minimum.

Marinette asbestos board also covers the after side of the bulkhead between engineroom and cabin, and also the cabin sole.

Westland Electrical Ltd. of Bromborough designed, manufactured and installed the electrical system, with the Fife firm of R. R. Bell and Son being involved on a sub-contract basis.

## Alarms

All the wiring conforms with Lloyd's standards and the equipment works through two main 24V and 110V switchboards which are sited against the forward bulkhead in the engineroom; they incorporate all the alarms.

Fuel tanks with capacity for 4,000 gallons are carried in the engineroom, and there are tanks for the clean and dirty lube oil. Seetr fuel oil contents gauges are fitted.

Installed on deck forward, in the shelter of the whaleback, is a Mastro Mk. II seine and trawl winch from the Northern Tool and Engineering Co. of Aberdeen.

It is driven by a Dowmatic hydraulic motor and, although the trawl drums are not carried at present, provision is made for fitting them in a fore-aft position on the after side of the seine barrel.

Fishing Hydraulics (Scotland) Ltd. supplied the two-drum system of rope storage reels which each have capacity for 17 coils of 3in. rope.

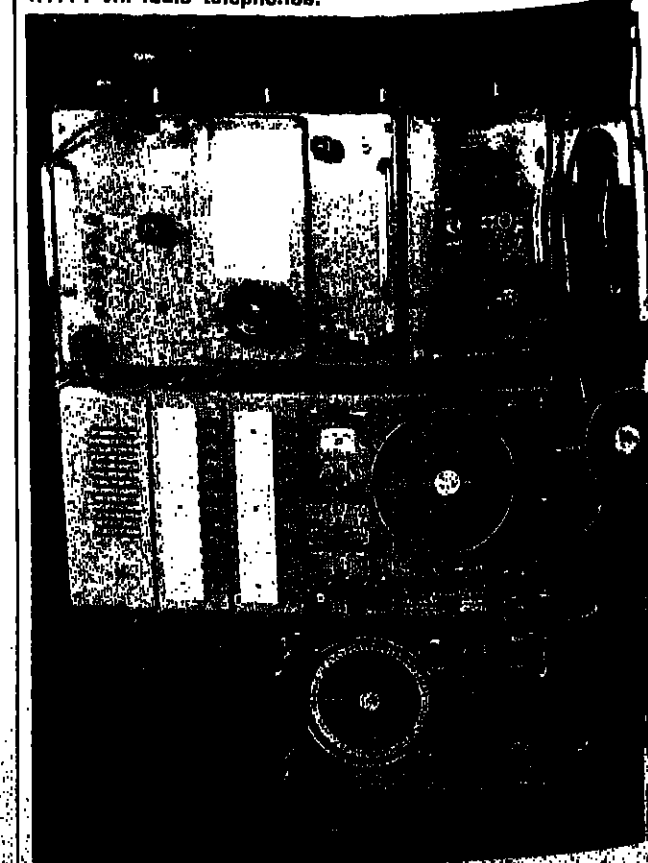
Hydraulic brakes for the reels are located below the whaleback and all other controls are fitted in the wheelhouse. Hydraulic pipes leading to the deck machinery forward run along the inside of the bulwark, rather than through the fishroom.

A Beccles No. 2 rope coiler for standby use is fitted right forward and a Rapp 24 in. power block is hung on a Hlab 550 Speedloader crane aft of the deckhouse. Both the block and crane were supplied by Fishing Hydraulics.

Seine rope leads and rollers are from Titan Marine

Continued overleaf

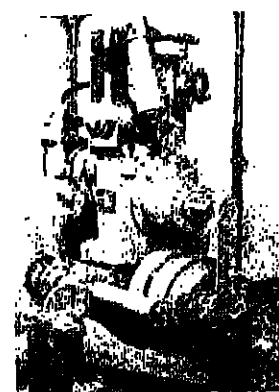
Ocean Triumph II is fitted with 'Ballor' T128 R106 and RT144 vhf radio telephones.



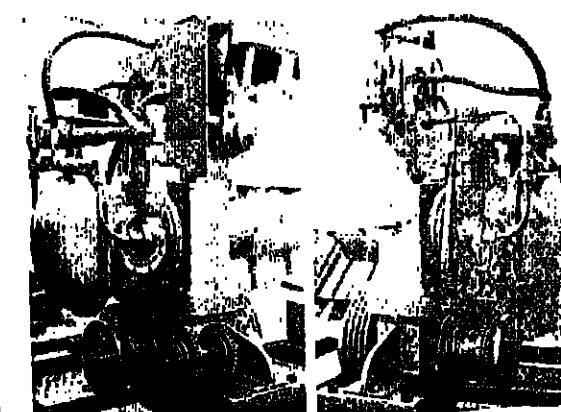
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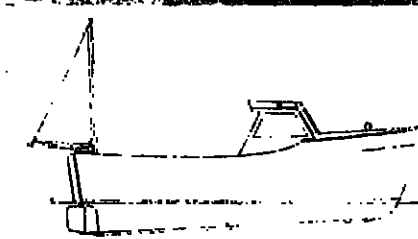
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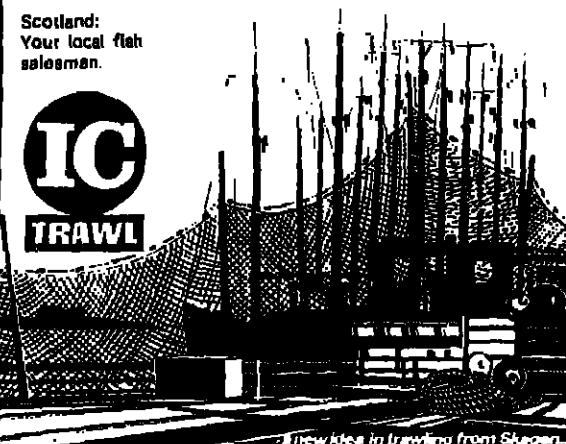
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# Ocean Triumph II

From page 32

Supplies of Peterhead, while provision is made for fitting sampson-type trawl galleys at the quarters.

A feature specially developed by McTay, these comprise heavy steel tube mounted on a seating which is carried down into the bottom of the vessel to provide a very strong structure.

They are mounted just in-board of the bulwarks so that the trawl doors can be stowed in the usual manner; each post is fitted with a towing block.

## Coamings

*Ocean Triumph II's* wheelhouse, deck shelter, foremast and landing derrick are of aluminium and the whaleback, seine derricks and the remainder of the deckhouse are of steel.

All hatches have steel coamings and aluminium covers, and the main deck is sheathed with pressure-treated Douglas fir. Cosalt fish washing tanks are located below the deck shelter.

Chalmers rubber-cased floodlights are housed on the superstructure, and small windows are fitted in the top of the deck shelter. Gilson blocks are by Ansell Jones.

The fishroom, with a capacity of 90 cu. m., has a wooden floor and is insulated on sides, deckhead and bulkheads with 5 in. of injected foam behind a GFR laminate which was supplied by the firm of New Hailes Plastics.

Stanchions are of aluminium and there are aluminium pond boards in way of the three steel ice lockers. There are wooden ones elsewhere. Fish can be carried in bulk or boxes and the fishroom is served by a single hatch.

## Intercom

Electronic equipment in the wheelhouse was supplied by Decca. Fish finding aids comprise Simrad EQ echo sounder, CI Echo Scope and MC Scale Expander and Storage Unit.

Communications and navigation equipment includes 'Sailor' RT128, R105 R/T, 'Sailor' RT144 vhf R/T and R104 Receiver, Simrad RW Watchkeeping Receiver, Audix Intercom system, two Decca Mk. 21 Navigators and Decca DP450 Autopilot, 350T Track Plotter, RM914A radar and 050 secondary radar.

One Decca Navigator runs from the 110V supply and the other from the 24V electrical supply.

Other equipment in the boat's wheelhouse includes Morse engine and winch controls, Wynstruments blade-type window wiper, Flam horn and Tenford hand and power hydraulic steering gear, type H 115 ESG.

## Doors

More rubber ring matting is laid in the wheelhouse and a Francis searchlight is carried on the wheelhouse top.

In the deckhouse Drednaught A80 self-closing safety doors are fitted to the galley and at the entrance to the engine room.

A Kampeffe electric cooker and Mivie 24V fridge are

Top: *Ocean Triumph II* on trials. Above: The saloon is fitted with Fishing Hydraulics rope storage reels. Above right: The boat's Gardner generating set was supplied by Pelican Engineering Co. (Sales) Ltd. Her combined galley and messdeck, located in the forward end of the deckhouse, is equipped with a Kampeffe cooker.

fitted in the galley, located in the forward end of the deckhouse, which also contains seating and a mess table.

Other facilities in the deckhouse include oilskin locker, w.c., hand basin for washing and a shower.

Bunks for eight are arranged in the cabin below deck aft. A low flame spread laminate lines the accommodation, in accordance with the new safety rules, and a Tec-Aid fire detection system is wired in the accommodation and engine room.

Lighting can work off the 24V or the 110V supply, but Duralife batteries are carried as well.

Airmax fans ventilate the accommodation and electric heaters are fitted.

All the steelwork in the vessel is protected by Metallite corrosion control compositions and paints.



## A new family of stern trawlers from Campbeltown

Campbeltown Shipyard have recently completed this new 87-foot stern trawler for a Faroes partnership, incorporating many new design features. Since building began on this vessel Faroes skippers have ordered three more to the same design. These will be the first of a new line of potential winners which could prove no less successful than the famous Campbeltown range of pelmer/pel trawlers — the choice of top skippers in the UK.

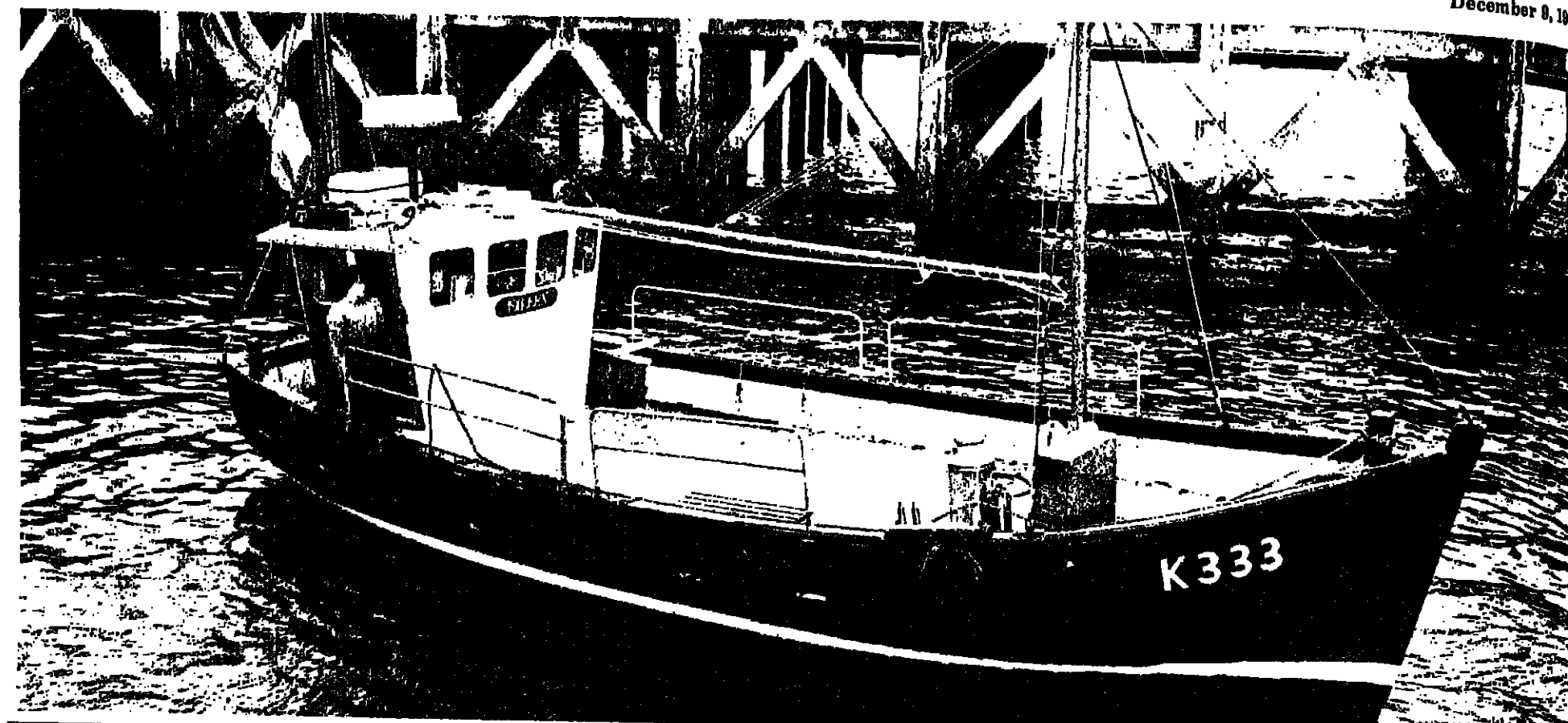


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December 9, 1977



Above: *Eileen* at her home port of Stromness, Orkney. The layout of the 36-footer is a departure from local traditional craft. She will be working further offshore than usual, too.

## WILMAR AUXILIARY SETS

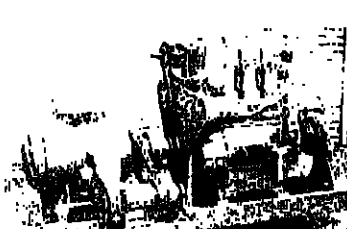
EXAMPLES OF CUSTOM BUILT RANGE



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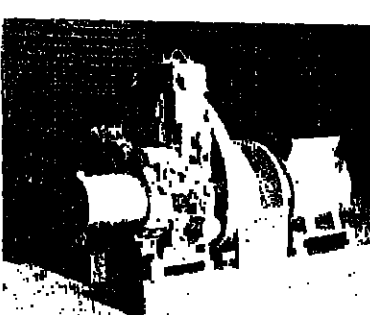
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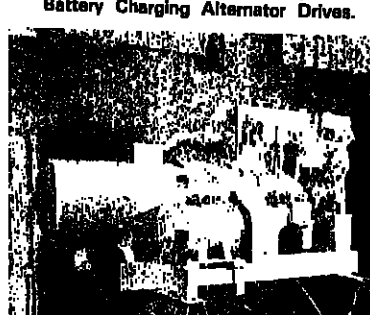
Marine Aux. Set comprising HRW3MA Heat Exchanger Cooled Lister Diesel Engine 37½ b.h.p. at 1,800 r.p.m. Transmotor ACG 500, 110 volt DC, 12.5 KW output Generator, Deaml 8A80 Bilge Pump, Pulleys for Hydraulic Pump and Battery Charging Alternator Drives.



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Marine Aux. Set comprising Ford Marine Diesel Engine 25RE, 49 b.h.p. at 1,800 r.p.m. BKB Marine Alternator 32.5 KVA, ACG 155 24 volt DC Transmotor Generator.

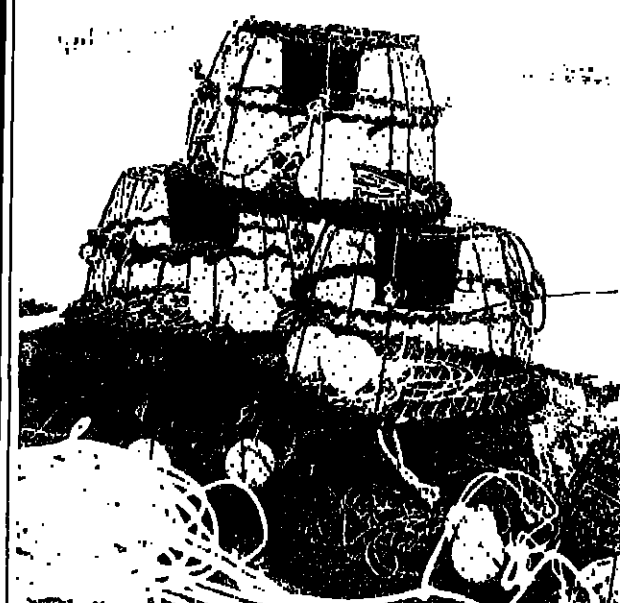
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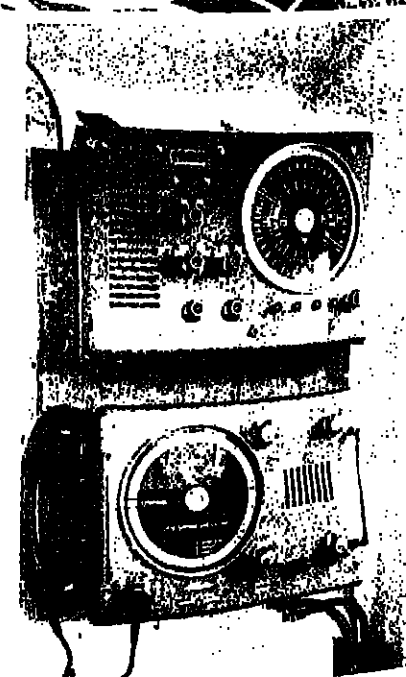
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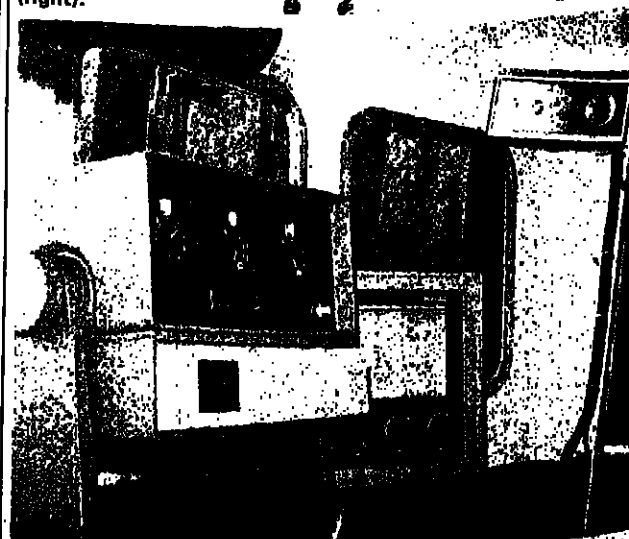


Above: The boat will be laying up to 250 of these south coast-type pots in strings of 25.

Right: 'Sailor' communications equipment in *Eileen's* GRP wheelhouse.



Below: Decca Mk. 21 Navigator (left) and Simrad EL sounder. The control panel for the Decca Pilot 150 is on the deckhead (right).



December 9, 1977

FISHING NEWS

37

# Orkney's 'south coast' potter



Above: Former English south coast fisherman Don Temple and his son, Jeffrey, who are working *Eileen* from Stromness. They will sell catches to a local processing plant.

Above: *Eileen's* PNP Duerr one-ton pot hauler is mounted forward, with steering and engine controls in the console. *Eileen's* catch will be carried on deck and there is no hold.

A 36ft. long crabber fitted out on English south coast lines has joined the fleet working from the small port of Stromness, in the Orkney Islands.

Named *Eileen*, the vessel has been built by the local yard of J. W. MacKay for Skipper Don Temple and his son Jeffrey. They moved to Stromness from Littlehampton, Sussex, one year ago.

Although the lines of her hull are based on the seaworthy and rugged craft for which Orkney boat-builders are renowned, her layout is very different from other local creel boats. She is fully decked and the wheelhouse is placed aft.

Many traditional Orkney creel boats have the wheelhouse forward and a large open cockpit aft, but Skipper Temple decided that a vessel based on the English south coast crabber lines would suit his needs best.

He explained to *Fishing News* that an aft wheelhouse allows for more deck room and that the gear can be hauled in forward without the wheelhouse being in the way.

She is to work some 200 to 250 inshore-type pots which have been supplied by the Plymouth firm of Motherall. These are made of plastic-coated galvanised steel wire.

Inshore pots are favoured along the south coast of England and, in recent years, have been worked to very good effect off the Scottish west coast by a number of English vessels.

Scottish fishermen are now trying them out and are finding that they can catch larger shellfish than the traditional Scottish parlour creels.

Working her pots in fleets of 25, *Eileen* will fish further afield than is usual in the area. She is fitted with a Decca Navigator to enable her to work out of sight of land and the pots will be set along Decca 'lanes' so that they can be located easily.

Crabs will be sold to the Orkney Fishermen's Society processing factory in Stromness.

*Eileen* was built with financial assistance from the Highlands and Islands Development Board and has a beam of 14ft. and draft aft of 4ft. 6in. She is of clinker-built construction with a raked stem and transom stern.

The boat has an oak framework, larch planking and an iroko deck. The GRP wheelhouse is placed well aft and was moulded by Halmatic (Scotland) Ltd.

A small cabin with two bunks is fitted forward and

the marinised Ford engine is located amidships. The water-cooled diesel is rated 120 hp at 2,500 rpm, but it will be run at 1,500 to 1,800 rpm to turn a 29 in. x 24 in. propeller through a Borg Warner 3:1 reduction and reverse gearbox.

Skipper Temple said that the engine has been supplied by the Hastings, Sussex, firm of Power Marine, which not only makes a good job of marinising engines but also offers excellent after sales service.

The firm is able to send spares up to Orkney within five days, Skipper Temple added.

Equipment driven from the engine includes a Jabsco 1 in. bilge and deckwash pump, a Plessey hydraulic pump for the pot hauler and a CAV 24 V alternator.

The engine can be started from the wheelhouse, and Morse controls are fitted in the wheelhouse and at the pot hauler.

Two fuel tanks in the engine room hold some 70 gallons each, but another two are to be fitted later to give a total capacity of some 330 gallons.

A BCF gas fire extinguishing system is fitted in the wheelhouse, from where it can be controlled to fight a fire in the engine room, part of which extends under the wheelhouse. The extinguisher is a safety measure specified by the HIBD.

Access to the engine room is through a flush hatch in the wheelhouse floor or via the forward hatch. No fishroom is fitted as catches will be carried in boxes on deck.

A PNP Duerr one-ton hydraulic pot hauler is fitted on a pedestal at the starboard bow. Wills Ridley hydraulic steering gear is fitted and it has dual-station steering wheels in the wheelhouse and at the pot hauler.

Electric equipment in the wheelhouse includes Decca Mk. 21 Navigator and 080 Radar, Simrad EL echo sounder, 'Sailor' R109 radio receiver and 'Sailor' RT144 vhf radio telephone.

Decca has also chosen the boat to try out its new Pilot 150 small boat automatic pilot, for use in conjunction with an overhead compass.

Other equipment aboard includes an electrically-driven bilge pump and a Whale Gusher 25 hand-operated pump.

Masts and spars are of wood and a small mizzen sail, a feature of south coast crabbers, is carried to keep the boat's head to the wind when hauling the gear.

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December 9, 1977



Shenick heads out from Fraserburgh.

THE WOODEN-HULLED trawler *Shenick*, completed by J. and G. Forbes and Co. of Sandhaven near Fraserburgh, is the first boat built in the UK to be powered by an ABC diesel. She is being skippered by Tom Ferguson of Skerries, Dublin.

*Shenick* ran trials in very nasty weather in mid-November and then tried out her fishing gear for a few days in the Fraserburgh area before sailing for her home port last week.

Equipped for bottom and mid-water trawling, *Shenick* is expected to start her career fishing for sprats off the south coast of Ireland using a Norenet sprat and mackerel mid-water trawl.

She has an overall length of 86 ft. and a beam of 23 ft. The transom sterned vessel was designed by the builders and stability calculations were handled by the Napier Company (Arbroath).

#### Unusual

She is similar in hull form to a number of dual-purpose boats built by Forbes in recent years, but much of her equipment is new or unusual for a vessel built in a British yard.

Her engine is from the Anglo-Belgian Co. of Ghent, Belgium. Skipper Ferguson told *Fishing News* that he chose the engine because it provided the power he needed and that good service facilities are offered by the company's agent in Southern Ireland, Fitco Ltd of Dublin.

It is the model 6MDXC four-stroke, six-cylinder, in-line turbo-charged and inter-cooled unit which has a continuous rating of 810 hp at 750 rpm.

Air starting is provided and the turbo-charger is by Brown Boveri. Known as ABC, the Anglo-Belgian Co. has been producing medium speed diesel engines for all kinds of marine and industrial applications for more than 60 years.

The 6MDXC unit comes from the DX range of engines which has been developed and improved over 30 years

## BELGIAN POWER FOR FORBES-BUILT BOAT

to run with low fuel consumption and have a long working life.

*Shenick* also marks the entry into the UK market of the French propeller maker Renou Dardel of Ammarie les Lys.

She is fitted with a model 800 three-bladed aluminium/bronze 2,100 mm diameter controllable pitch unit which is driven through a Pont a Mousson 'Masson' gearbox of 3:1 reduction ratio.

Renou Dardel also supplied all the stern gear, including shafts and glands, and the propeller pitch remote control system.

Fitco Ltd. holds the agency for Renou Dardel and Masson, also for a number of other French manufacturers which have supplied equipment to *Shenick*. This includes Bopp winches, Ervor air compressors, Enag generators, Delemaux warp tension meters, Ben logs and Moteurs Baudouin (auxiliary engine).

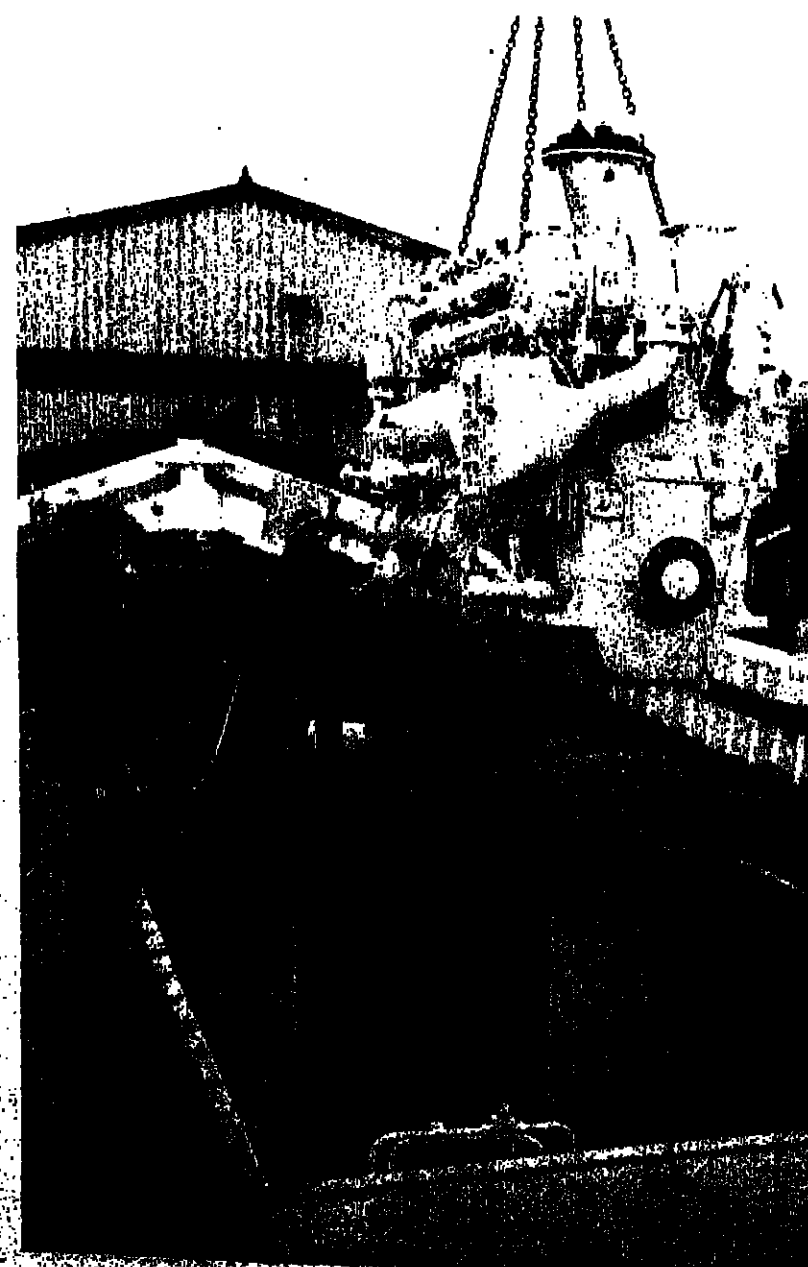
#### Gearbox

Power for a range of auxiliary equipment is provided by the ABC engine. Two Gilbert Gilkes and Gordon 3 in. bilge and general service pumps, and an Ervor G06 air compressor, are driven by pulleys and belts from a power take-off at the forward end.

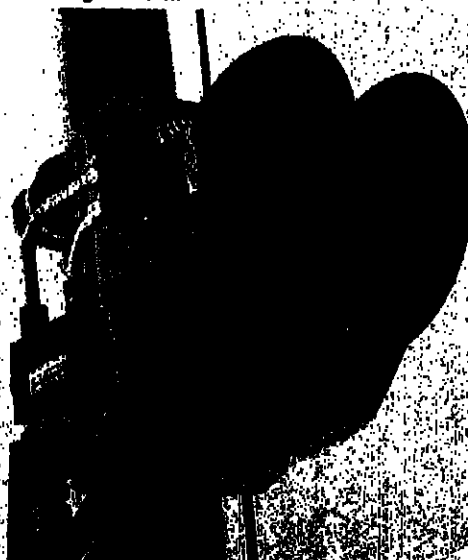
Four power take-off shafts are arranged at the after end of the engine on the Masson gearbox: two facing forward and two aft.

An Enag 30 kW 110 V d.c.

*Continued overleaf*



Left: *Shenick's* ABC main engine being craned into the engine room. Above: one of the banks of Promac cooling evaporators in the fishroom. Below: the boat's Loeble discharge winch on the landing derrick.



December 9, 1977

FISHING NEWS

39

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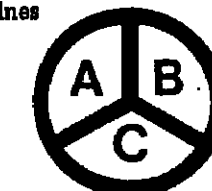
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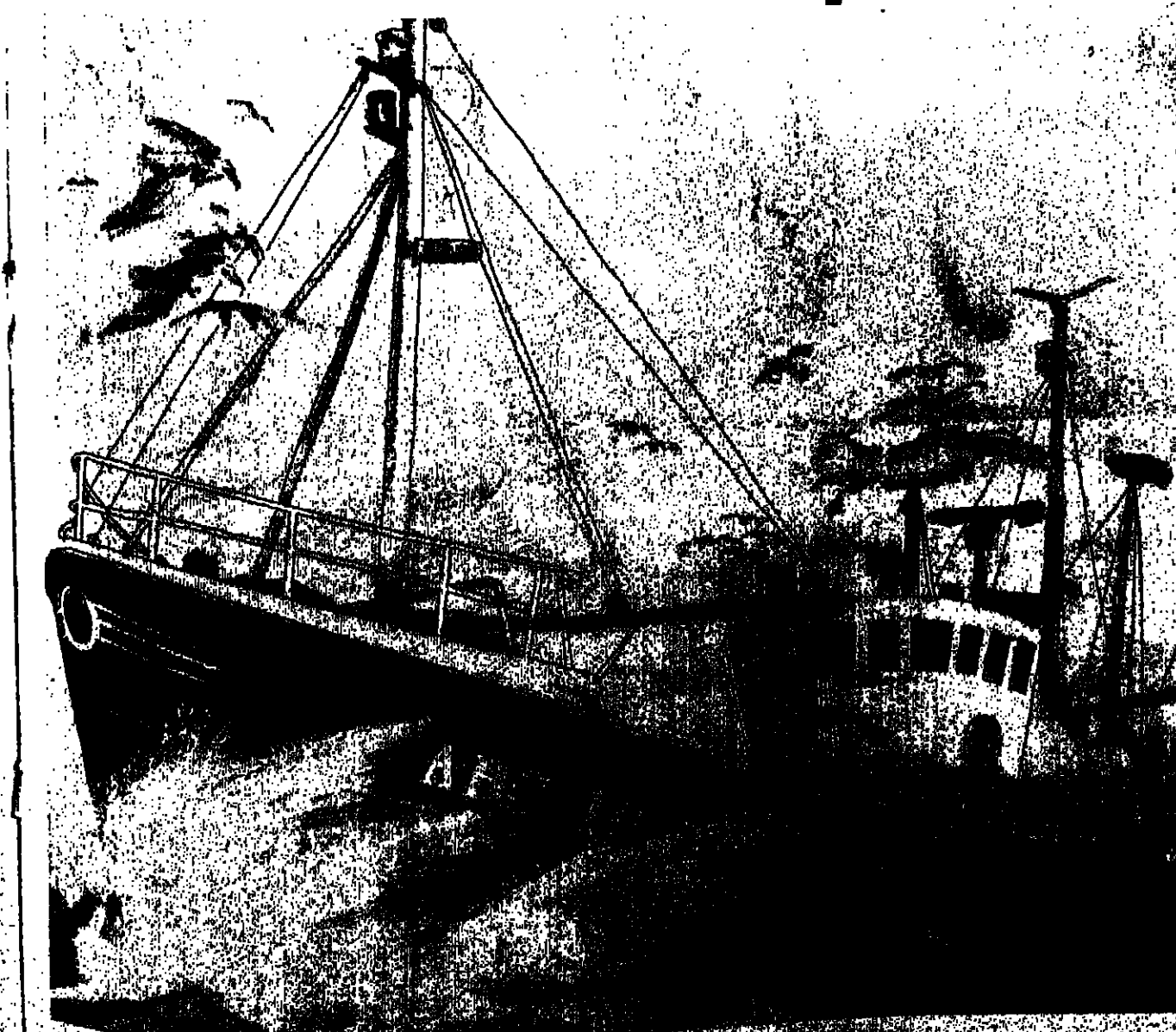
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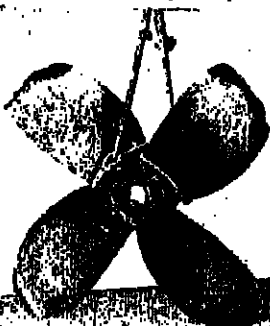
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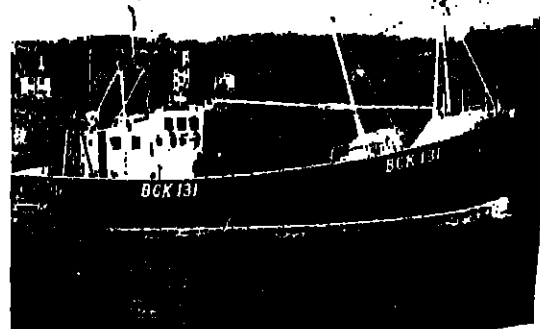
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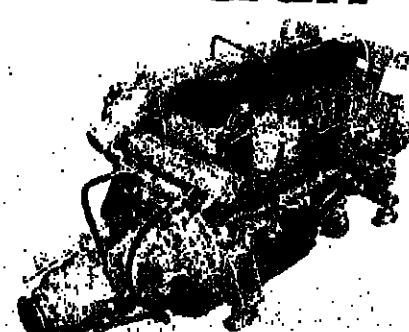
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# Shenick

From page 38

generator and a CAV 24 V  
alternator are driven from the  
port PTO, on the after side,  
and the starboard PTO drives  
the Poclain high-pressure  
hydraulic pump for the deck  
machinery.

On the forward side of the  
gearbox a separate hydraulic  
pump for the power block is  
belt-driven from the port  
PTO, while the starboard  
PTO powers the prop pump.  
Fitted to starboard of the  
main engine is a Baudouin

DNP5 air and electric start-  
ing auxiliary engine of 180  
hp. It provides power for a  
12.6 kW 110 V Enag  
generator, a 3.5 kW 24 V  
alternator, an Ervot air com-  
pressor, a GGG 3 in. bilge and  
general service pump, a  
standby lube oil pump for the  
main engine, a Dowty  
hydraulic pump for the power  
block and a Poclain standby  
hydraulic pump for the  
remainder of the deck  
machinery.

Two tanks in the  
engine room, and another in  
the stern, hold a total of 5,200  
gallons of fuel oil. Lucas main  
batteries are carried.

Gear handling machinery  
includes a Bopp 90 AR 3 B  
Hydro variable speed trawl  
winch. The unit is mounted in  
a fore-aft position on the port  
side, below an extension of  
the whaleback. It is driven by  
a Poclain hydraulic motor  
and has a maximum pull of  
16 tons.

A Bopp TC19 Hydro  
anchor windlass and Robert-  
son topping lift and boom  
swinger are fitted atop the  
whaleback, while a Lössie  
Hydraulic Co. discharge  
winch is mounted on the lan-  
ding derrick. These units are  
driven from the Poclain  
pump on the Messon gearbox  
and are controlled from a  
console mounted on deck  
near the trawl winch.

A very interesting feature  
of the vessel are the  
Delemare warp tension  
meters. They are drawing  
very favourable comment  
and could well be incor-  
porated in winches made in  
the UK soon.

The sensory units are

mounted on the brake bands  
of the winch and changes in  
the tension of each warp are  
indicated on dials in the  
wheelhouse.

Bopp winches are also fair-  
ly new to the UK, although  
there are one or two in use in  
the Isle of Man and others in  
Ireland.

## Crane

A Lössie Hydraulic Co.  
power block is hung on a par-  
ticularly strong crane  
assembly aft of the deckhouse  
and the unit has local con-  
trols. Power is from its own  
hydraulic pumps on the main  
and auxiliary engines.

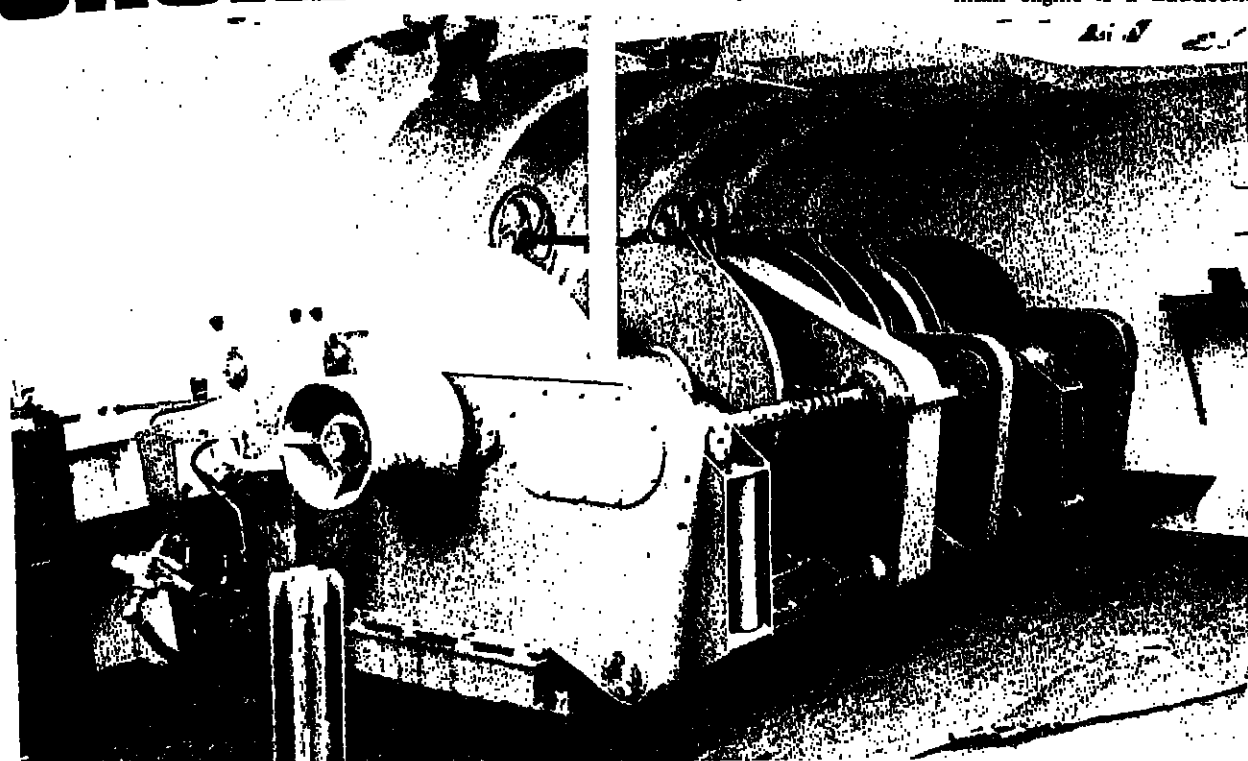
Shenick's deck layout is for  
single and two-boat trawling,  
so galleys are fitted at star-  
board bow and both quarters.  
For safety trawl warps  
run through steel pipes  
arranged along the insides of  
the bulwarks.

Chalmers rubber-cased  
floodlights are arranged on  
the superstructure and the  
various gilson blocks are by  
Ansell Jones.

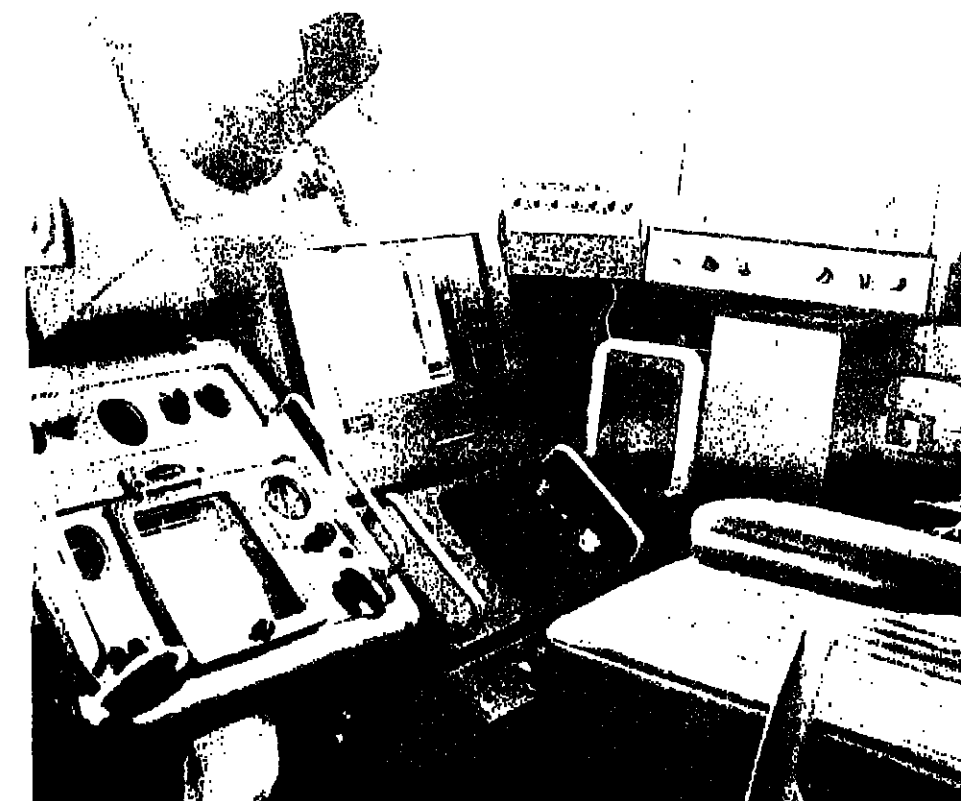
The large capacity  
fishroom, fitted with steel  
stanchions and wooden pond  
boards, is insulated on the  
bulkheads with glasswool and  
is served by one steel hatch  
with an aluminium cover. It  
is fitted with a Promac  
refrigeration system supplied  
through Morep Ltd. of  
Halifax.

Morep's agent in the north-  
east of Scotland, Charles Tait  
(Marine and General

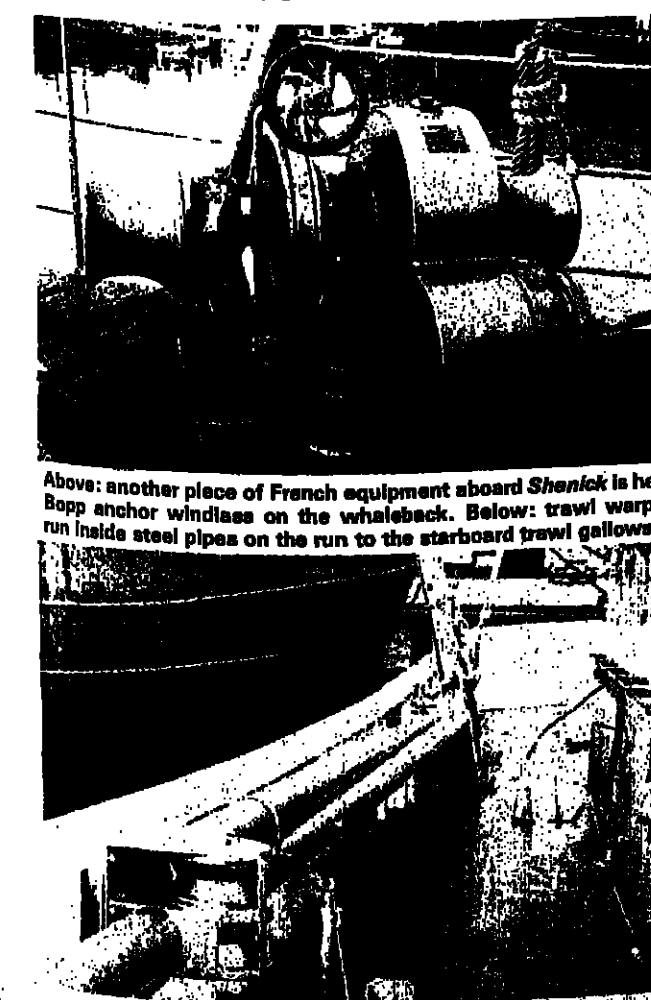
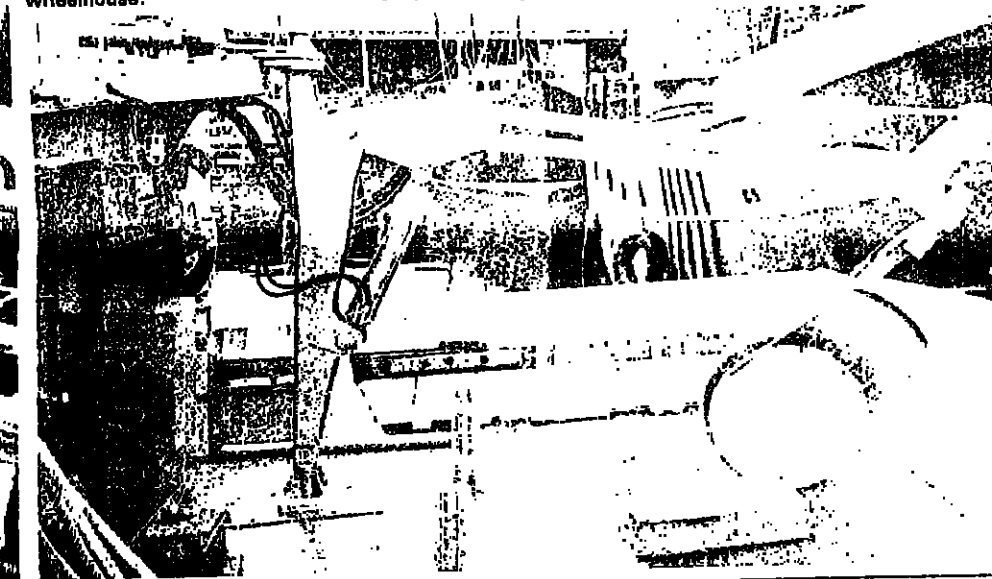
Continued overleaf



Above: Shenick has her French-made Bopp trawl winch fitted below an extension of the whaleback.



Left: wheelhouse equipment  
includes Simrad SK3 sonar and  
sonar scope (left); Atlas 720  
Fishfinder (centre); and Atlas  
Echograph 450 (right). Below:  
Shenick's Lössie power block  
hangs on a hefty crane  
assembly aft of the  
wheelhouse.



Above: another piece of French equipment aboard Shenick is her  
Bopp anchor windlass on the whaleback. Below: trawl warps  
run inside steel pipes on the run to the starboard trawl galleys.

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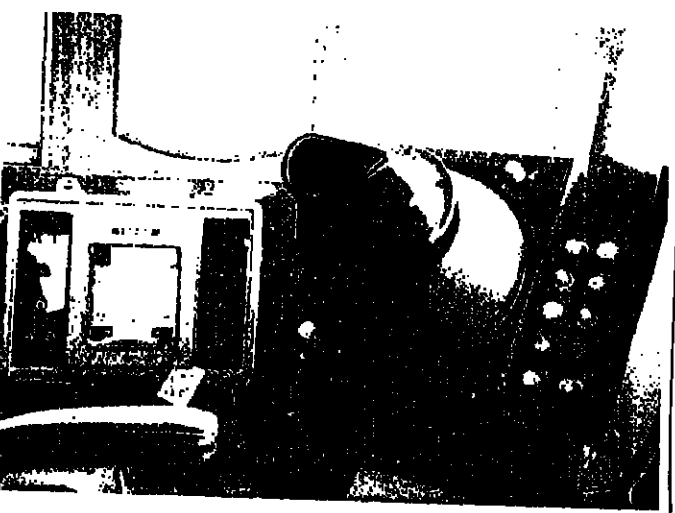


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# Shenick



Above: Shenick sets out on sea trials from Fraserburgh. She headed for her home port in Ireland last week. Below: Furuno netsounder (left) and Decca Clearscan radar aboard Shenick. This is the first fitting in North-East Scotland.

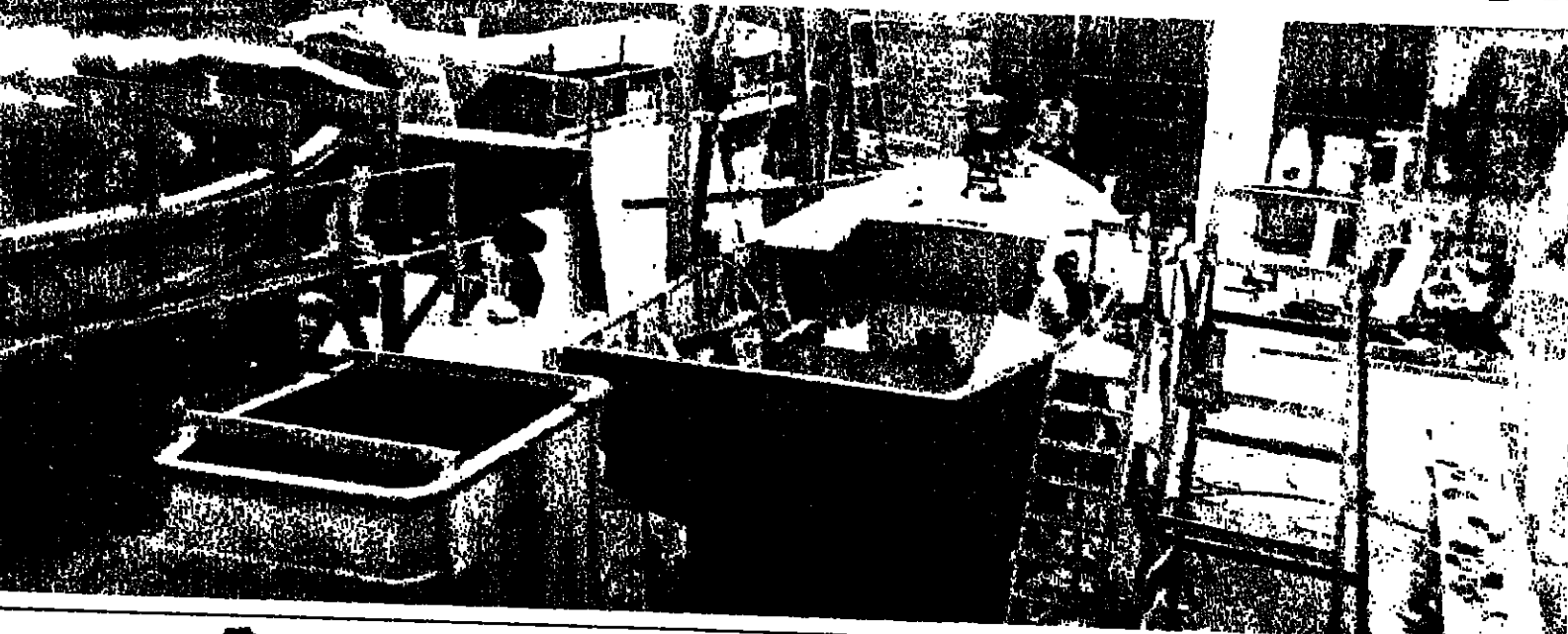


## FIRE SYSTEMS

SHENICK'S engine room fire fighting "Marinex 80" system from Anglesey Fire Protection was supplied and installed by Stevens & McNab of Fraserburgh. The system protects a gross volume of 5,496 cu. ft. and weighs only 110 lb. The two small cylinders are mounted in a cabinet behind the wheelhouse.

Her "Marinex 242" fire alarm system, also from Anglesey Fire Protection, was supplied and installed by Messrs. R. D. Downie. The system combines both heat and smoke detection and will give early warning of over-heating or fire in either the engine room, cabin or wherever the detectors are fitted.

## GRP boat fitting out for the London show



HALMATIC (Scotland) Ltd. will be showing this 20 ft. GRP fishing vessel (left) at the London Boat Show being held in January.

The hull is based on lines designed by Wick boatbuilder, James McCaughey, and the boat will be the first fully fitted out by Halmatic (Scotland) Ltd. which is now going over to producing standard craft. Almost all of her construction, deck including wheelhouse, and fuel tanks, have been moulded from GRP to keep maintenance to a minimum. Marks will be of steel and the hull is to have wooden fendering.

The vessel will be powered by a 59 hp Lister engine and she will have a Spencer-Carter line hauler. She is being built for Mr. Ridgeway, from the west coast of Scotland.

From page 41  
Engines), installed the equipment.  
The 16 cooling evaporators fitted in the deckhead are arranged in banks of four and are linked together by aluminium plate to increase the cooling area. Fishroom temperature will be maintained at two degrees C. even in the hottest weather.  
The compressor for the system is fitted in the engine room and is driven from the 110 V electrical system.

All the boat's superstructure is of steel and the wheelhouse is lavishly equipped.

### Sonar

Aids supplied by Decca include Simrad SK3 sonar with CM sonar scope; 'Sailor' T128 R105 radio telephone; 'Sailor' RT144 vhf radio telephone; Simrad RW Watch Receiver; Speich window wiper; and Decca RM916CA radar with variable range marker; 450 Automatic Pilot with hand held follow-up tiller; Mk. 21 Navigator and 350 T Track Plotter.

The 916CA radar is the new Clearscan model which suppresses rain and sea clutter and other interference. This installation is the first to be installed in the north-east of Scotland, as is also the 'Sailor's' T128 radio. Decca also supplied the Safecom emergency life raft radio.

Two Atlas fishfinders have been supplied by the firm of Imec Marine Systems Ltd. One comprises the Fishfinder with graphic scale expander and bottom lock fishlure with lead sensitive multi-element ceramic transducer.

The other unit is a 40 cone ceramic vertical transducer and with facility to operate as a netsonar. Imec have also provided the Ben speed log.

Other equipment includes Furuno secondary radar and Furuno net monitor from Rediffon, a Woodson T10 Back system, Tenford T10 ESG steering gear and dual station Morse engine control. Two Francis 16 in. searchlights are carried on the wheelhouse top.

Galley equipment includes a New World gas cooker and a Gondolastic Gas Sundry M2. 2 gas detection system is fitted. A separate microwave is located below the wheelhouse and contains a LEC De Luxe fridge.

### Cabin

Bunks for eight are arranged in the cabin below deck aft, and a cabin for the skipper leads off the after side of the wheelhouse. Electric radiators are fitted in cabin and deckhouse.

Extinguishers are from the L. & G. Fire Appliance Co. and Shenick also carries Dunlop life rafts and Exide emergency batteries.

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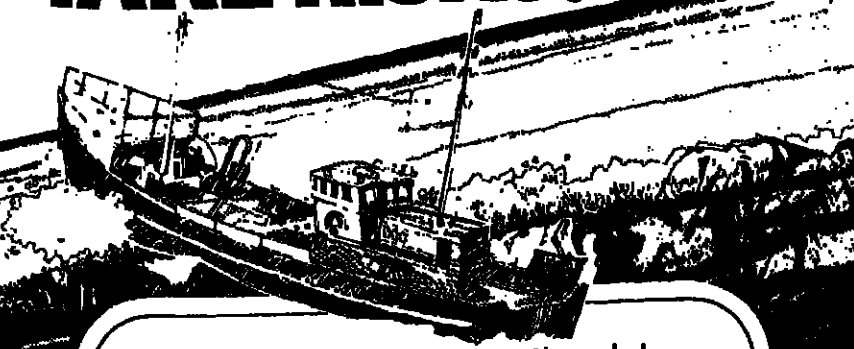
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# Heading for £25m year

PETERHEAD is well on the way to becoming the leading UK fishing port as plans are in hand to extend the fish market and to attract even more vessels to land catches there.

During the first ten months of this year British vessels put ashore 1,107,826 cwt. of white fish which earned £22,513,894, compared with £12,889,511 during the same period in 1976.

By far the biggest amount of fish has been brought in by a vast fleet of near on 300 seiners. Their landings up until October 30 this year amounted to 907,628 cwt. worth £18,806,880. These vessels have fished exceptionally well throughout the year and, with prices keeping consistently high, several vessels have grossings for the year in excess of £300,000.

The performance of the seine net fleet is the main talking point at Peterhead,

## PETERHEAD a monthly report

but it is easy to overlook the good landings being made by other white fish boats.

The value of landings from light trawlers has gone up almost four times compared with last year. By the end of October they had put ashore 116,192 cwt. worth £2,173,895, as against the 43,346 cwt. valued at £593,789 in the first ten months of 1976.

About 35 light trawlers have been based at the port this year, half belonging to Peterhead and the rest to Murray Firth ports.

Generally they have fished between three to 30 miles

from port on one and two-day trips. One or two have gone further afield and stayed at sea for about four days, their top quality fresh fish fetching high prices.

In former years quite a number of these boats would have spent much of the time fishing for prout or shrimps, while others would trawl off the Scottish west coast.

Landings from white fish pair trawlers have also increased. By the end of October they had put ashore 54,862 cwt. valued at £1,214,842, as against 24,368 cwt. worth £389,635 for the same period a year ago.

Six pairs of Peterhead vessels were working this method during the summer and one or two stranger partnerships made a good contribution.

By early September most had gone elsewhere to fish for herring or mackerel but two pairs, *Starlight* and *Constant Friend* and *Morning Dawn* and *Unity*, kept going well into November.

Using Apeldoorn pair trawls, the four 86 ft. Tynedraft-designed vessels made some enormous hauls in the Bergen Bank area.

On October 17 *Starlight* and *Constant Friend* landed a combined catch of 1,321 boxes of which 1,154 consisted of coley.

Many white fish boats were still doing well early in November before gales began to hold things up. The 75 ft. Hoppman seiner *Mary Crow*, fishing under Skipper Tommy Sutherland, had a landing of 445 boxes which contained 324 of cod. A few days later the pair trawlers *Morning Dawn* and *Unity* had a 1,239-

box catch almost all of which was coley.

Peterhead's fleet of herring boats, which would normally expect to be getting into their stride in the Minches in November, are not doing so well.

Things have been so disastrous that four of the port's most experienced herring skippers gave up and came home as early as the middle of November.

One skipper said: "There's just no herring."

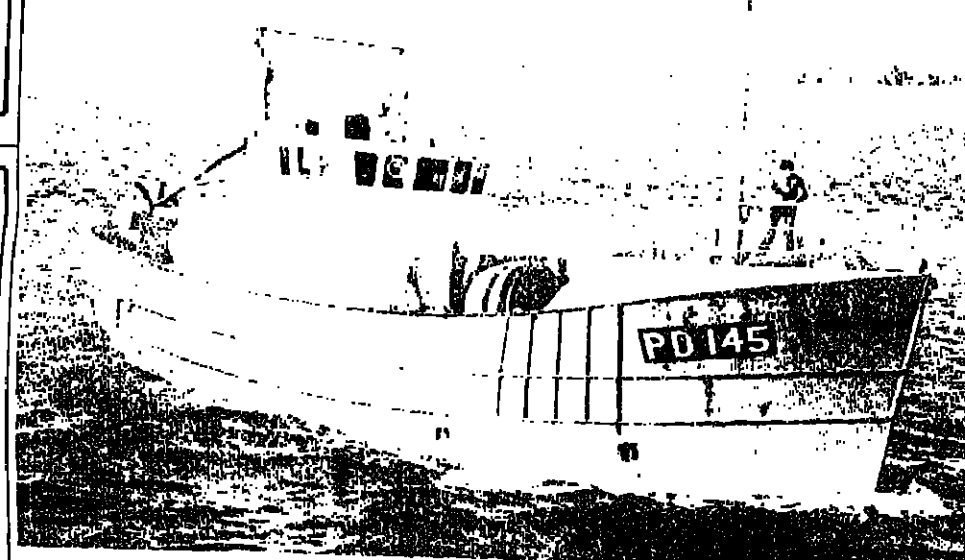
These skippers then had a choice of sprats, Cornish mackerel, or white fish operations from Peterhead.

Several Peterhead boats normally go to the water sprat fishing off the west coast of England and one or two had set off in November.

One of the first to go was the 86 ft. *Summer Dawn* (St. Stanley Morgan) which has a single-boom trawl. With her sister-ship, *Brighter Dawn*, she had been working

Continued overleaf

Above: boats at anchor in Peterhead harbour. Nearly 300 seiners are now based at the port. Below: 86 ft. Peterhead seiner *Summer Dawn* (Skipper Stanley Morgan) taking aboard a mid-water trawl ready for the North Shields sprat season. Early fishing has been rather spotty.



Left: the 80 ft. *Marigold* heads into port. She is a typical modern seiner and one of the fleet which shared earnings of almost £19m. In the first ten months of this year. Above: *Morning Star* is having her second season on south-west mackerel. Below: Skipper William Smith's light trawler *Unity* has helped to push up light trawler landings at the port. Bottom: *Atlantic Star* — another boat working 'down south'.



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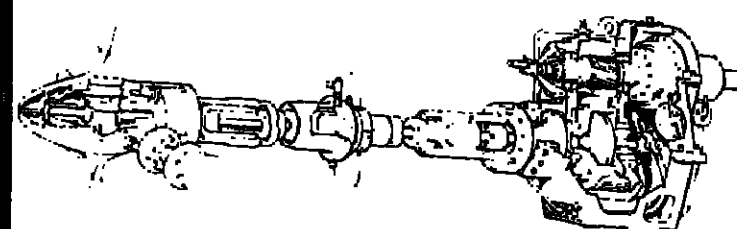
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# Heading for £25m year

From page 44

mackerel in the Minches after leaving the Isle of Man herring fishing.

A few Peterhead boats are down at the Cornish mackerel fishing, including the 86 ft. purser and pair trawler *Morning Star*, and the pair trawlers *Norony*, *Atlantic Star* and *Amethyst*.

The 74 ft. 6 in. *Dayspring*, which has been bought from Dublin by Skipper Adam Stewart, has joined the Peterhead fleet. He was formerly in command of the Peterhead-based vessel *Catie Hill*. Built by Sigbjorn Iversen in Norway in 1970 for the Casanara Fishing Co., the wooden-hulled *Dayspring* has a beam of 20 ft. 4 in. and a cruiser stern.

## Engine

A new Grenaa 500 hp engine and a Jensen winch were fitted before the vessel changed hands.

Her new owner is equipping her for seine netting and she is being fitted with rope reels from the Lossie Hydraulic Co. and an aluminium deck shelter fabricated by the Northern Engineering Works. Equipment already on board the vessel includes Rapp power block and Simrad echo sounders.

Rope reels now appear to be almost standard equipment on Scottish seiners. A steady stream of Peterhead-based vessels are having them fitted and it is a regular sight on the quayside to see sets of reels waiting to be installed.

Three or four years ago it seemed that storage bins were

taking precedence over reels, but experience began to show that the bins were not as efficient as originally anticipated.

## Danger

They caused terrific wear and tear on the ropes and, as a crewman had to stand near the bins when the gear was being set, there was the danger of him being dragged into the sea by fouled rope.

Today the bulk of the Scottish market for reels is shared between two firms: Fishing Hydraulics (Scotland) Ltd. and the Lossie Hydraulic Co. Each firm had supplied about 30 sets by the end of summer, with more being ordered all the time.

The 80 ft. Portsoy seiner *Lorella*, based at Peterhead, is one of the more recent vessels to be fitted with reels from the Lossie Hydraulic Co. They were specially designed for the boat which has a beam of only 18 ft. 6 in.; each reel holds about 14 coils of 2 1/2 in. rope.



## Superstition

Continued from page 14

far north, not to help anyone who was drowning.

In their 18th century ignorance they believed they, too, would fall a victim of the sea. For generations the fishermen at Buckie and Portessie believed a storm which had claimed a colleague would not abate until the body was found.

Yet another prophet of the utmost doom was the phenomenon of St. Elmo's light in the masts of boats. If the phosphorescence was seen on the sea, it was regarded as a sign of good weather and greeted with cries of the 'sooch o the sea', or the 'seas a firin'.

Any man who counted the numbers of boats on the sea could expect short shrift from his colleagues and, in some parts of Scotland, even pointing to the fleet, mostly when ashore, was invoking a disaster.

On the latter point this could be averted if the entire hand was used as opposed to a solitary finger.

Capitulating was feared on boats where someone accidentally left a creel overturned, or placed a hatch cover or pound board upside down in those far off days before IMCO and DOT standards brought reassurances to everyone.

In common with most fishermen the Scots seldom

The vessel previously carried the coils of rope on deck and Skipper Edward Smith says that the reels save a lot of back-breaking work; they can be fully controlled from the wheelhouse.

The reels are driven from a hydraulic pump on the Gardner 230 hp propulsion engine.

Built by Jones Buckie Shipyard as *Delightful* in 1958, the vessel was bought by Skipper Smith two years ago.

She is one of the few boats still to use a mechanically-driven seine net winch, although she does have a hydraulic power block.

The 80 ft. Peterhead seiner *Favonius* has just had her Fishing Hydraulics reels replaced by a larger set from the same company.

Fitted in 1975, her original set had flanges of solid steel plate. The new ones are of the more popular type with flanges fabricated from steel tube.

Skipper Andrew Buchan says that, in addition to mak-

ing the reels lighter, the open flanges make it easier when working the gear as the amount of rope on the reels can be easily seen.

The new set has hydraulic braking in place of the hand brakes and can be surged by use of a lever in the wheelhouse instead of by foot pedal. They also have a larger rope capacity than the old set, each holding up to 22 coils of 3 in. rope.

## Splice

This facilitates rope repair if one fleet of ropes breaks when the gear is being hauled. The undamaged fleet of rope is hauled on to one reel and then the net is lifted aboard. After this, any rope from the damaged fleet still attached to the net is hauled on to the same reel.

It can then be spliced on to the rope already on the opposite reel and wound on to it ready for shooting again.

Skipper Buchan also said that the new reels have been set at an angle to reduce wear on the rope when the gear is being shot, and that the stop/start and reverse controls are fitted in the wheelhouse.

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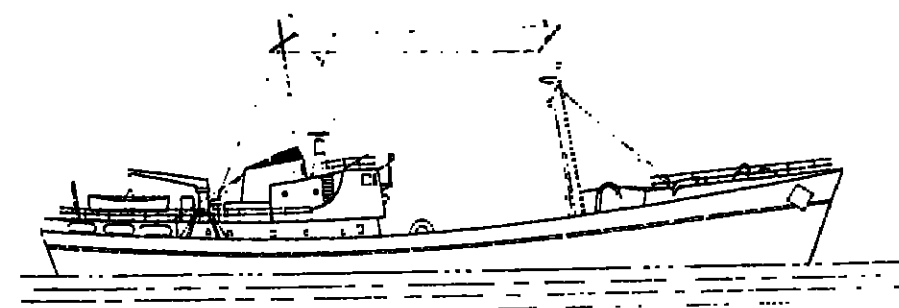
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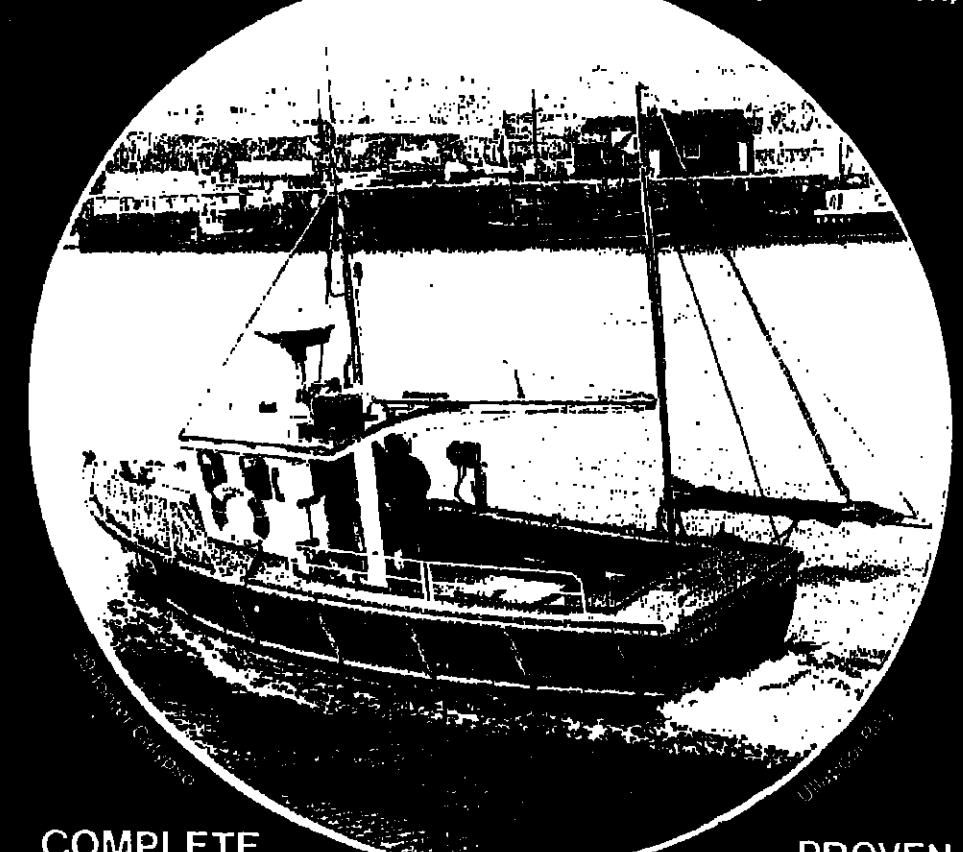
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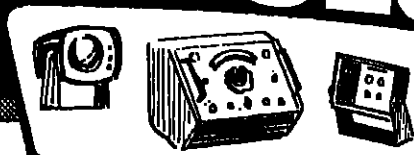
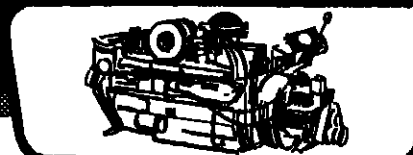


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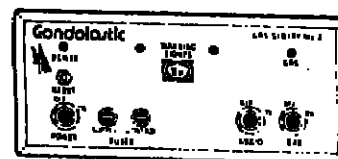
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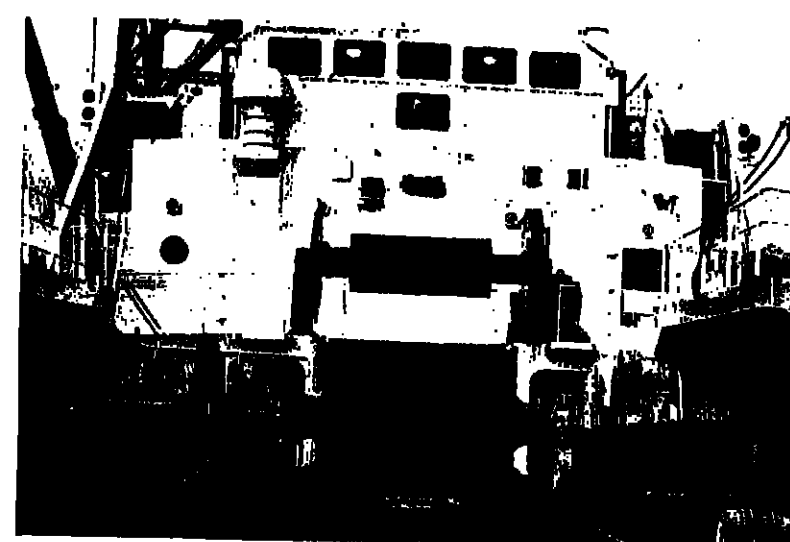


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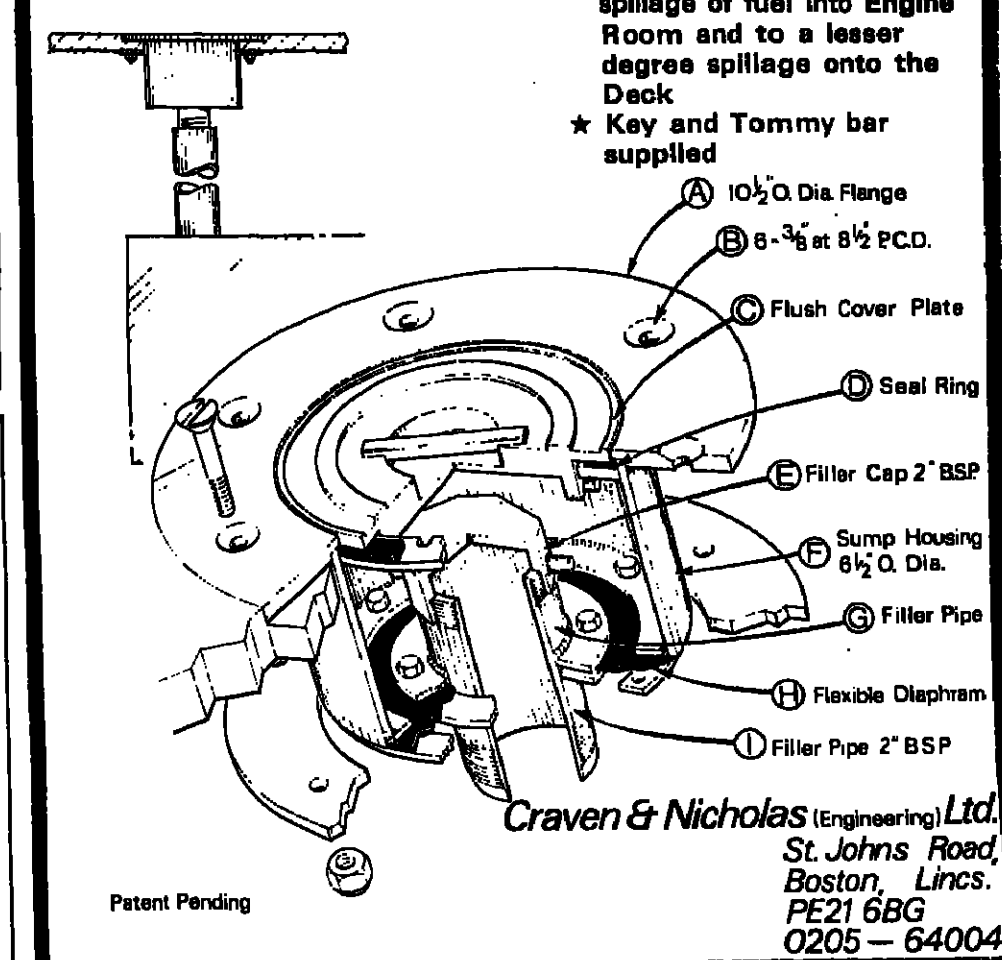
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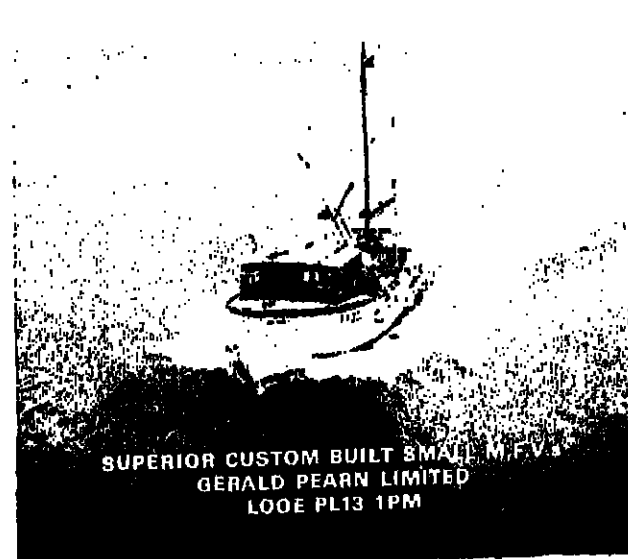
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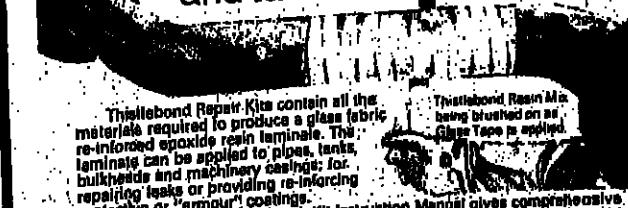
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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£34,382: Lord Jellicoe, BUT (Sk. D. Scott), 983k, BI, 28 days.  
£23,410: Northern Gift, BUT (Sk. D. Pulfrey), 820k, BI, 25 days.

### North Sea

£13,420: Gillingham, Connel (Sk. C. Drevers), 470k, 17 days.  
£8,435: Lucerne, Lindsey (Sk. S. Davidson), 117k, 15 days.  
£7,239: Tom Grant, Lindsey (Sk. R. Sinclair), 308k, 12 days.  
£6,523: Lemberg, Lindsey (Sk. H. Pexman), 183k, 12 days.

### Middle water

£19,935: Ross Jaguar, BUT (Sk. D. Speck), 547k, W, 17 days.  
£19,128: Ross Panther, BUT (Sk. W. Stokes), 683k, W, 18 days.  
£19,049: Prince Philip, Boston (Sk. R. Harries), 712k, W, 15 days.  
£18,391: Ross Civet, BUT (Sk. A. Redpath), 371k, F, 18 days.  
£18,151: Ross Tiger, BUT (Sk. D. Avery), 555k, W, 17 days.

### Seiners

£4,332: Nyborg, Jubilee (Sk. B. Olesen), 106k, NS, 17 days.  
£2,815: Lau Ann, Richardson (Sk. L. Nejrup), 105k, NS, 19 days.

### Pair teams

£18,698: Margrethe Bojen (Sk. Jens Bojen), 504k, and £17,739: Frances Bojen (Sk. J. Richardson), 583k, both John R., NS, 14 days.  
£14,534: Golden Venture (Sk. A. Pulfrey), 378k, and £13,969: Jean Scott (Sk. P. Scott), 392k, both John R., NS, 19 days.  
£806: Helena Gertsen, Allard Hewson (Sk. F. Josefsen), 23k, and J. Meir, 447k, WS, 13 days.  
£13,725: Janwood, Wood (Sk. G. Collins) — light — both NS, 2 days.

### HULL

£33,866: St. Gerontius, Hamling (Sk. K. Sawyers), 1,012k, BI, 29 days.  
£28,709: Ross Altair, BUT (Sk. A. Oaler), 917k, BI, 28 days.  
£14,469: Arctic Rebel, Hoyd (Sk. W. Boyle), 416k, BI, 24 days.

### Seiners

£4,594: Falkenberg, Boston (Sk. K. Thim), 116k, NS, 21 days.  
£3,959: Lindenberg, Boston (Sk. H. Winkle), 165k, NS, 13 days.

### FLEETWOOD

Home water  
£14,377: Wyre Conqueror, Wyre (Sk. W. Spearpoint), 505k, 14 days.  
£6,917: Royalist, Hewett (Sk. A. Bedford), 213k, 14 days.  
£5,620: Boston Whirlwind, Boston (Sk. J. Kirby), 197k, 16 days.  
£3,782: Resilience, Ward (Sk. D. Bailey), 105k, 15 days.  
£3,317: London Town, Hewett (Sk. L. Cook), 197k, 15 days.  
£2,481: Girl Doris, Hewett (Sk. J. Delroy), 68k, 13 days.

### Pair teams

£24,077: Jacinta (Sk. W. Taylor), 808k, and £10,678: Vylda (Sk. V. Buschini), 335k, both Marr, 16 days.

### ABERDEEN

£15,937: Milwood, Wood (Sk. T. Taylor), 585k, WS, 13 days.  
£15,484: Grampian Monarch, North Star (Sk. R. Catto), 498k, S, 14 days.  
£15,001: Mount Melleray, BUT (Sk. J. Meir), 447k, WS, 13 days.  
£13,725: Janwood, Wood (Sk. G. Smith), 342k, F, 16 days.

£12,300: Ben Gairn, Irvin (Sk. P. Beattie), 312k, F, 16 days.

### LOWESTOFT

£11,896: St. John, East Coast (Sk. R. Jones), 217k, NS, 11 days.  
£11,775: Chudleigh, Putford (Sk. G. Wilson), 208k, NS, 13 days.  
£10,415: Suffolk Endeavour, Hobson (Sk. R. Atkinson), 227k, NS, 13 days.  
£9,587: Farnham Queen, Talisman (Sk. B. Turrell), 210k, NS, 12 days.  
£9,492: Boston Shackleton, Boston (Sk. A. Jenner), 169k, NS, 12 days.

### NORTH SHIELDS

£12,503: Ben Meidie, Irvin (Sk. A. Coe), 252k, NS, 13 days.  
£10,360: Ben Glas, Irvin (Sk. S. Shearer), 21,030k, NS, 13 days.  
£8,680: Sedulous, AF (Sk. R. McBain), 17,264k, NS, 3 days.  
£8,133: Ben Strome, Irvin (Sk. E. Longhorn), 20,075k, NS, 12 days.  
£6,386: Christine Nielsen, Irvin (Sk. C. Ellis), 12,921k, NS, 4 days.  
£5,283: Ben Edna, Irvin (Sk. R. Palmer), 9,564k, NS, 6 days.

### MILFORD HAVEN

£7,806: Picton Sealion, Norrard (Sk. T. Salter), 152k, 13 days.  
£6,386: Picton Sea Eagle, Norrard (Sk. R. Foster), 143k, 15 days.  
£2,388: Westerdale, Linke (Sk. F. Reynolds), 51k, 6 days.

### GRANTON

£5,335: Arctic Explorer, Liston (Sk. J. Banyard), 485k, NS, 13 days.  
£3,327: Arctic Brigand, Liston (Sk. A. Wood), 649k, NS, 13 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerland; WC West Coast; WS White Sea; Sk Skipper; k kite; o owt; k kite.

### NORTH SHIELDS

Prices: large cod, £27.25/£29.25; medium cod, £29.50; small cod, £31.00; large haddock, £28; medium haddock, £28; small haddock, £28; large whiting, £18.50; small whiting, £18.50; large dogfish, £19.00; medium dogfish, £19.00; small dogfish, £19.00; per 40 kilo unit.

### MACDUFF

180 boxes from 18 boats. Prices: cod, £27.25/£29.25; medium cod, £29.50; small cod, £31.00; large haddock, £28; medium haddock, £28; small haddock, £28; large whiting, £18.50; small whiting, £18.50; large dogfish, £19.00; medium dogfish, £19.00; small dogfish, £19.00; per 40 kilo unit.

### PETERHEAD

629 boxes from three boats. Prices: cod, £27.25/£29.25; medium cod, £29.50; small cod, £31.00; large haddock, £28; medium haddock, £28; small haddock, £28; large whiting, £18.50; small whiting, £18.50; large dogfish, £19.00; medium dogfish, £19.00; small dogfish, £19.00; per 40 kilo unit.

### KINLOCHBROVIE

1,400 boxes from 18 boats. Prices: cod, £27.25/£29.25; medium cod, £29.50; small cod, £31.00; large haddock, £28; medium haddock, £28; small haddock, £28; large whiting, £18.50; small whiting, £18.50; large dogfish, £19.00; medium dogfish, £19.00; small dogfish, £19.00; per 40 kilo unit.

## BILLINGSGATE

### ON TUESDAY

254 tons were delivered. Average selling price on merchants' stalls: rainbow trout, 80p; sole, 60p/70p; 40p/50p; alps, 60p/70p; medium, 80p/£1.60; large, £1.30/£1.40; eels, 80p/£1; foreign smoked salmon, £3 per lb; large turbot, £1.22/£2.40; medium, £1.10/£2.30; small, £0.50/£1; large plaice, £1.77/£7.70; medium, £0.50/£1.30; small, £0.50/£1; Danish plaice, 1lb-2lb, £4.50/£5; large and medium halibut, £18.20/£22.40; small, £11.20/£14; selected lemon sole, £5/£8; large whiting, £3/£3.75; small, £2/£2.50; headless home water cod, £0.50/£0.60; fillets, shelf cod, £9.30/£10.30; bulk, £8.70/£9; bream, £10.60/£11; codfish, £5.20/£5.40; haddock, £8.30/£11.50; home water haddock chate and kit, £3.80/£4; gibbers, £5.80/£5.90; jumbos, £6.10/£6.20; selected whiting, £2; small, £1; small English dogfish, £2; large, £2.50/£3.20; mackerels, £2.50/£3; sprats, £2.80/£3; fresh herring, £5/£5.50; London cured dry haddock, £8.50.

### FROZEN FISH

SCAMPI, £1.10/£1.20; mussels, 38p; hun seam, 43p; grey prawns, 78p/£1; per lb; oysters, £13/£25; per 100; scallops, £23/£24; per 100; Scotch whiting, £12/£14; per cwt; whelks, £1.50 per bushel; shrimp, brown and pink, £1.70; English cockles, £1.80/£2; per gallon.

## HERRING REPORT

### THURSDAY, DECEMBER 1

Ayr: one trawler, nine tonnes; homomarket at £28/£28. Hand-selected.  
U/ir: one trawler, 10 tonnes; homomarket at £17/£25. Mixed to very mixed in size. Spent, 400/500 per 50 kg.  
Mallaig: four trawlers, 48 tonnes; two pursers, 44 tonnes; homomarket at £41.20/£45.80. Regular in size. Spent, 280 per 50 kg.  
Ullapool: 13 trawlers, 158 tonnes; homomarket at £15/£22.50. Mixed to very mixed in size. Spent, 380/500 per 50 kg.  
Stornoway: four trawlers, 27 tonnes; two drifters, one tonne; one purser, 12 tonnes; homomarket, 32 tonnes at £38/£37.20. Uniform to mixed in size. Spent, 280/400 per 50 kg.  
Friday, December 2  
Ayr: seven trawlers, 33 tonnes; homomarket at £25/£28. Mostly large fish.  
Tarbert: eight tonnes; homomarket at £46/£28. Mostly large fish.  
Mallaig: two trawlers, 16 tonnes; homomarket at £48/£48. Regular in size. Spent, 280/280 per 50 kg.  
Ullapool: seven trawlers, 77 tonnes; homomarket at £19/£43.

### MILFORD HAVEN

216 kits from two boats. Prices: large cod, £34; medium, £36; small, £38; large plaice, £43; medium, £41; small, £24.50; turbot, £110/£130; whiting, £12/£14; lemon sole, £28; Dover sole, £135/£151; alps, £120/£130; tongue, £92; squid, £30/£34; large ray, £30/£31; medium, £20/£22; small, £15; brill, £48; dogfish, £11; per 50 kg.

### TUESDAY, DECEMBER 6

280 tonnes from 11 boats. Prices: cod, £24/£32; large codling, £28.50/£33; medium, £24/£33; small, £17/£30; ling, £28/£25; tusk, £9/£22; hake, £67/£80; saithe, £12/£30; extra large haddock, £28/£38; large, £27/£31.80; medium, £23.50/£30.20; small, £17.20/£27.40; whiting, £14/£22.20; lemon sole, £51/£55; plaice, £26/£53; per cwt; halibut, £5.80/£20.50; per stone.

### LOWESTOFT

726 kits from three boats. Prices: cod, £42/£48; large plaice, £26/£29; medium, £27/£30; small, £27/£30; codling, £18/£48; large haddock, £25; small, £20/£28; large turbot, £170/£186; medium, £170/£186; lemon sole, £40/£50; Dover sole, £140/£180; dabs, £17/£26; monkfish, £70; dogfish, £12/£20; per 30kg kit.

### LOCHINVER

1,550 boxes from 20 boats. Prices: cod, £24.00/£24.50; large whiting, £1.70/£2.30; medium whiting, £1.50/£1.82; plaice, £2.40/£3.00; ling, £2.40/£3.00; turbot, £4.50/£5.20; lemon sole, £1.50/£2.00; dabs, £1.50/£2.00; monkfish, £3.70/£4.30; small, 90p/£3.00; saithe, £1.50/£2.00; turbot, £20; ling, £2.50; large whiting, £4.70/£5.30; dogfish, £4.00/£4.50; squid, £4.40; eels, £1.20; brown tallow, £21.80/£24.50; small, £9.90/£10.40; per stone.

### SCRABSTER

240 boxes from 20 boats. Prices: cod, £18.60/£20.00; plaice, £19/£28.00; haddock, £15/£20; dabs, £13.40/£18.

### WEDNESDAY, DECEMBER 1

214 kits from two distant water vessels. Prices range per 100 kg heads on: shelf cod, £33.70/£42.25 (average £38.00); shelf codling, £7/£14.50 (£31.20); shelf haddock, £31.50/£38.25 (£35.10); kelp, £17/£21.75 (£18.20).

## Official and Classified ADVERTISEMENTS

Tel: 01-353 6961 Telex: 21977 Sysmag

### VESSELS FOR SALE

17th GRP heavy duty sea fishing boat, 23 BHC indirect marine diesel engine, 110hp, 1000lb, 120hp, 140hp, 160hp, 180hp, 200hp, 220hp, 240hp, 260hp, 280hp, 300hp, 320hp, 340hp, 360hp, 380hp, 400hp, 420hp, 440hp, 460hp, 480hp, 500hp, 520hp, 540hp, 560hp, 580hp, 600hp, 620hp, 640hp, 660hp, 680hp, 700hp, 720hp, 740hp, 760hp, 780hp, 800hp, 820hp, 840hp, 860hp, 880hp, 900hp, 920hp, 940hp, 960hp, 980hp, 1000hp, 1020hp, 1040hp, 1060hp, 1080hp, 1100hp, 1120hp, 1140hp, 1160hp, 1180hp, 1200hp, 1220hp, 1240hp, 1260hp, 1280hp, 1300hp, 1320hp, 1340hp, 1360hp, 1380hp, 1400hp, 1420hp, 1440hp, 1460hp, 1480hp, 1500hp, 1520hp, 1540hp, 1560hp, 1580hp, 1600hp, 1620hp, 1640hp, 1660hp, 1680hp, 1700hp, 1720hp, 1740hp, 1760hp, 1780hp, 1800hp, 1820hp, 1840hp, 1860hp, 1880hp, 1900hp, 1920hp, 1940hp, 1960hp, 1980hp, 2000hp, 2020hp, 2040hp, 2060hp, 2080hp, 2100hp, 2120hp, 2140hp, 2160hp, 2180hp, 2200hp, 2220hp, 2240hp, 2260hp, 2280hp, 2300hp, 2320hp, 2340hp, 2360hp, 2380hp, 2400hp, 2420hp, 2440hp, 2460hp, 2480hp, 2500hp, 2520hp, 2540hp, 2560hp, 2580hp, 2600hp, 2620hp, 2640hp, 2660hp, 2680hp, 2700hp, 2720hp, 2740hp, 2760hp, 2780hp, 2800hp, 2820hp, 2840hp, 2860hp, 2880hp, 2900hp, 2920hp, 2940hp, 2960hp, 2980hp, 3000hp, 3020hp, 3040hp, 3060hp, 3080hp, 3100hp, 3120hp, 3140hp, 3160hp, 3180hp, 3200hp, 3220hp, 3240hp, 3260hp, 3280hp, 3300hp, 3320hp, 3340hp, 3360hp, 3380hp, 3400hp, 3420hp, 3440hp, 3460hp, 3480hp, 3500hp, 3520hp, 3540hp, 3560hp, 3580hp, 3600hp, 3620hp, 3640hp, 3660hp, 3680hp, 3700hp, 3720hp, 3740hp, 3760hp, 3780hp, 3800hp, 3820hp, 3840hp, 3860hp, 3880hp, 3900hp, 3920hp, 3940hp, 3960hp, 3980hp, 4000hp, 4020hp, 4040hp, 4060hp, 4080hp, 4100hp, 4120hp, 4140hp, 4160hp, 4180hp, 4200hp, 4220hp, 4240hp, 4260hp, 4280hp, 4300hp, 4320hp, 4340hp, 4360hp, 4380hp, 4400hp, 4420hp, 4440hp, 4460hp, 4480hp, 4500hp, 4520hp, 4540hp, 4560hp, 4580hp, 4600hp, 4620hp, 4640hp, 4660hp, 4680hp, 4700hp, 4720hp, 4740hp, 4760hp, 4780hp, 4800hp, 4820hp, 4840hp, 4860hp, 4880hp, 4900hp, 4920hp, 4940hp, 4960hp, 4980hp, 5000hp, 5020hp, 5040hp, 5060hp, 5080hp, 5100hp, 5120hp, 5140hp, 5160hp, 5180hp, 5200hp, 5220hp, 5240hp, 5260hp, 5280hp, 5300hp, 5320hp, 5340hp, 5360hp, 5380hp, 5400hp, 5420hp, 5440hp, 5460hp, 5480hp, 5500hp, 5520hp, 5540hp, 5560hp, 5580hp, 5600hp, 5620hp, 5640hp, 5660hp, 5680hp, 5700hp, 5720hp, 5740hp, 5760hp, 5780hp, 5800hp, 5820hp, 5840hp, 5860hp, 5880hp, 5900hp, 5920hp, 5940hp, 5960hp, 5980hp, 6000hp, 6020hp, 6040hp, 6060hp, 6080hp, 6100hp, 6120hp, 6140hp, 6160hp, 6180hp, 6200hp, 6220hp, 6240hp, 6260hp, 6280hp, 6300hp, 6320hp, 6340hp, 6360hp, 6380hp, 6400hp, 6420hp, 6440hp, 6460hp, 6480hp, 6500hp, 6520hp, 6540hp, 6560hp, 6580hp, 6600hp, 6620hp, 6640hp, 6660hp, 6680hp, 6700hp, 6720hp, 6740hp, 6760hp, 6780hp, 6800hp, 6820hp, 6840hp, 6860hp, 6880hp, 6900hp, 6920hp, 6940hp, 6960hp, 6980hp, 7000hp, 7020hp, 7040hp, 7060hp, 7080hp, 7100hp, 7120hp, 7140hp, 7160hp, 7180hp, 7200hp, 7220hp, 7240hp, 7260hp, 7280hp, 7300hp, 7320hp, 7340hp, 7360hp, 7380hp, 7400hp, 7420hp, 7440hp, 7460hp, 7480hp, 7500hp, 7520hp, 7540hp, 7560hp, 7580hp, 7600hp, 7620hp, 7640hp, 7660hp, 7680hp, 7700hp, 7720hp, 7740hp, 7760hp, 7780hp, 7800hp, 7820hp, 7840hp, 7860hp, 7880hp, 7900hp, 7920hp, 7940hp, 7960hp, 7980hp, 8000hp, 8020hp, 8040hp, 8060hp, 8080hp, 8100hp, 8120hp, 8140hp, 8160hp, 8180hp, 8200hp, 8220hp, 8240hp, 8260hp, 8280hp, 8300hp, 8320hp, 8340hp, 8360hp, 8380hp, 8400hp, 8420hp, 8440hp, 8460hp, 8480hp, 8500hp, 8520hp, 8540hp, 8560hp, 8580hp, 8600hp, 8620hp, 8640hp, 8660hp, 8680hp, 8700hp, 8720hp, 8740hp, 8760hp, 8780hp, 8800hp, 8820hp, 8840hp, 8860hp, 8880hp, 8900hp, 8920hp, 8940hp, 8960hp, 8980hp, 9000hp, 9020hp, 9040hp, 9060hp, 9080hp, 9100hp, 9120hp, 9140hp, 9160hp, 9180hp, 9200hp, 9220hp, 9240hp, 9260hp, 9280hp, 9300hp, 9320hp, 9340hp, 9360hp, 9380hp, 9400hp, 9420hp, 9440hp, 9460hp, 9480hp, 9500hp, 9520hp, 9540hp, 9560hp, 9580hp, 9600hp, 9620hp, 9640hp, 9660hp, 9680hp, 9700hp, 9720hp, 9740hp, 9760hp, 9780hp, 9800hp, 9820hp, 9840hp, 9860hp, 9880hp, 9900hp, 9920hp, 9940hp, 9960hp, 9980hp, 10000hp.

### FOR SALE BY PRIVATE BARGAIN

"Serenity" 310 GRT, length 89ft, breadth 19.5ft, depth 9.5ft, built Fraserburgh 1950, engine 230hp Gardner with Kort nozzle, Potter auxiliary. Vessel fitted for stern trawling with power block aft. Atlas sounder. Kelvin Hughes VHF radar and SSB radio on boat's property. Decca Navigator. Enquiries to: J. Doherty, Cruik, Kinross-shire, Co. Donegal, Telephone: Kinross-shire 49.

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Cygnus GM21 open, Lister ST2 21 box, aft mizen and mast. Mackerel licence. One of 32ft. 8in. x 3ft. 8in. x 3ft. 8in. fishing vessel, built Hauberg 1984. Forward wheelhouse, Parsons Ford 40 21 gearbox. FISHING VESSELS REQUIRED 28 - 40 ft. Many vessels available, telephone for details. Telephone: Bare Regis (092 97) 628 7 days a week.

### STERN trawler 44ft. registered,

100hp, 1000lb, 120hp, 140hp, 160hp, 180hp, 200hp, 220hp, 240hp, 260hp, 280hp, 300hp, 320hp, 340hp, 360hp, 380hp, 400hp, 420hp, 440hp, 460hp, 480hp, 500hp, 520hp, 540hp, 560hp, 580hp, 600hp, 620hp, 640hp, 660hp, 680hp, 700hp, 720hp, 740hp, 760hp, 780hp, 800hp, 820hp, 840hp, 860hp, 880hp, 900hp, 920hp, 940hp, 960hp, 980hp, 1000hp, 1020hp, 1040hp, 1060hp, 1080hp, 1100hp, 1120hp, 1140hp, 1160hp, 1180hp, 1200hp, 1220hp, 1240hp, 1260hp, 1280hp, 1300hp, 1320hp, 1340hp, 1360hp, 1380hp, 1400hp, 1420hp, 1440hp, 1460hp, 1480hp, 1500hp, 1520hp, 1540hp, 1560hp, 1580hp, 1600hp, 1620hp, 1640hp, 1660hp, 1680hp, 1700hp, 1720hp, 1740hp, 1760hp, 1780hp, 1800hp, 1820hp, 1840hp, 1860hp, 1880hp, 1900hp, 1920hp, 1940hp, 1960hp, 1980hp, 2000hp, 2020hp, 2040hp, 2060hp, 2080hp, 2100hp, 2120hp, 2140hp, 2160hp, 2180hp, 2200hp, 2220hp, 2240hp, 2260hp, 2280hp, 2300hp, 2320hp, 2340hp, 2360hp, 2380hp, 2400hp, 2420hp, 2440hp, 2460hp, 2480hp, 2500hp, 2520hp, 2540hp, 2560hp, 2580hp, 2600hp, 2620hp, 2640hp, 2660hp, 2680hp, 2700hp, 2720hp, 2740hp, 2760hp, 2780hp, 2800hp, 2820hp, 2840hp, 2860hp, 2880hp, 2900hp, 2920hp, 2940hp, 2960hp, 2980hp, 3000hp, 3020hp, 3040hp, 3060hp, 3080hp, 3100hp, 3120hp, 3140hp, 3160hp, 3180hp, 3200hp, 3220hp, 3240hp, 3260hp, 3280hp, 3300hp, 3320hp, 3340hp, 3360hp, 3380hp, 3400hp, 3420hp, 3440hp, 3460hp, 3480hp, 3500hp, 3520hp, 3540hp, 3560hp, 3580hp, 3600hp, 3620hp, 3640hp, 3660hp, 3680hp, 3700hp, 3720hp, 3740hp, 3760hp, 3780hp, 3800hp, 3820hp, 3840hp, 3860hp, 3880hp, 3900hp, 3920hp, 3940hp, 3







